

Chas. S. M.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR,
JOHN H. SCHULTZ, } *Editors.*

SATURDAY, AUGUST 10, 1861.

Second Quarto Series, Vol. XVII., No. 32.---Whole No. 1,321, Vol. XXXIV.

ESTABLISHED IN 1831.

NEW-YORK:

PUBLISHED WEEKLY, BY

JOHN H. SCHULTZ,

Front Rooms, Third Floor,

No. 9 Spruce Street.

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[WHOLE No. 1,321, VOL. XXXIV.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the Journal.

PRINCIPAL CONTENTS.

Gunpowder and Gunpowder Mills.....	569
Richmond and Danville Railroad	570
Connecticut and Passumpsic Rivers Railroad.....	572
Share and Money Market	577
Racine and Mississippi Railroad.....	577
Bridge over the Theiss and Tubular Foundations.....	578
Stevens' Steam Battery	579
Androscoggin and Kennebec Railroad.....	580
United States Census	581

American Railroad Journal.

New York, Saturday, August 10, 1861.

Gunpowder and Gunpowder Mills.

There are few agents more essential to the progress of our country in material prosperity than the article of gunpowder. Not only is its manufacture a source of wealth, but its employment in developing the internal improvements, and in cutting through the rocks that impede the course of railways throughout our extended territories has done much towards making the resources of our vast continent available. In the early records of the use of Gunpowder we find it employed as an instrument of warfare, and at the present time it is most intimately associated with the battlefield. But not one-third of the powder now manufactured is used for such deadly purposes; and the immediate demand for gunpowder by the Government of the United States, great as it is likely to be, probably will not equal one-quarter of the amount consumed by the people in a time of peace.

The first invention of gunpowder, like the discovery of many other agents that have exerted great influence in shaping the destinies of mankind, is shrouded in the obscurity of the past. The discovery is popularly attributed to the ingenuity of one Schwartz, a German monk and a chemist of the 14th century. Roger Bacon referred to it in his writings in 1270, and gave the following receipt for making it: "But, yet, take of saltpeter with pounded charcoal and sulphur, and thus you will make thunder and lightening if you know how to

prepare them." Gunpowder is supposed to have been known by the Chinese at a very early period and to have been used by them in making fireworks. Saltpeter is the spontaneous excretion of the soil of India, and the people of that country were probably, very early familiar with the article. It was used by the Oxydracae, a people living between the rivers Hyphasis and Ganges, to repel an attack upon them made by Alexander the Great. Philostratus says of this people, "For they came not out to fight those who attack them; but those holy men beloved of the gods, overthrow their enemies with tempests and thunderbolts shot from their walls."

The earliest known receipts combine the same ingredients in similar proportions to those now adopted as best. These proportions are 75 parts of saltpeter, $12\frac{1}{2}$ parts of sulphur and $12\frac{1}{2}$ parts of charcoal. The proportions of different governments vary somewhat, as do also the proportions in blasting powder, but these are the standard proportions of the United States Government. By far the greater portion of gunpowder made in this country is for blasting, and hunting purposes; the former being mostly employed at the North and West, while the latter is mostly consumed at the West and South.

A gunpowder mill is a term which signifies not simply one, but a number of buildings. These are erected some distance apart so that in case one building is destroyed by an explosion, the neighboring one will be comparatively safe. They are generally located at a distance from any village or inhabited place; and beside a stream which will afford the necessary water-power to carry the machinery. The material is transported from one house to another, as the several stages of the manufacture are completed. We recently had the pleasure of visiting the Gunpowder Works of Messrs. Laffin, Smith and Boies, in Ulster county, N. Y., a few miles below the village of Sangerties. This firm do a very large business at the West and South; and through the politeness of one of their number, Mr. Dwight Laffin, the whole process was theoretically explained, and practically illustrated to our understanding.

The Mill is located in a valley in the bed of which winds a stream capable of affording any amount of water power. On either side rise the

hills, covered to their tops with woods. The buildings are on the edge of the stream, and are connected together by a plank walk, in order to prevent stepping on the ground and getting any gritty substance into the soles of the workman's shoes, which might easily explode the mill, and destroy the life of the wearer.

The first building we entered is devoted to the charring of coal. Charcoal is the material most easily obtained; but to make good gunpowder it is necessary that proper wood should be used, and that it be charred at a temperature of about 500°. If charred at this temperature it will afterwards enter into combustion at a heat of 680; but if charred at a higher temperature it requires a still greater heat to burn it. Willow and Alder are the woods mostly used for making the coal; they being of a porous nature, are easily burned, while woods giving a hard flinty coal are objectionable on account of the slowness of combustion. The building was perhaps 50 x 30, and contained 6 cylinders set in brick work, in which workmen were engaged in throwing in alder wood. The cylinders after being filled are closed, and a fire built under them, soon changes the character of the wood, and upon opening the cylinders, the small sticks are found perfectly charred, of a dark brown color, and leaving no mark whatever upon the hand, like ordinary charcoal. Leaving the coal house we entered the building devoted to the clarification of saltpeter. This article is mostly imported from Calcutta, in a crude state, and is purified by being dissolved in large kettles, boiled down, the impurities skimmed off; and then crystallized. The sulphur is imported already purified. The next building is the mixing room, where the ingredients are mixed in their proper portions: the charcoal and saltpeter being placed in cylinders together with small copper balls, the cylinder revolves and the ingredients are thus thoroughly mixed, while the fine dust being confined in the cylinders, is prevented from escaping. Having been thoroughly mixed in the proper proportions, the material is then taken to the wheel house, and placed in what appeared to us a huge tub, perhaps twelve feet in diameter, and three feet in height. In this tub, the bottom of which is solid iron six inches thick, the sides being constructed of wooden staves, two large iron wheel weighing seven and one-half

tons each, were revolving upon a shaft set in an upright spindle; one being set nearer the spindle than the other, and so adjusted as to cover the entire bottom of the tub in their revolutions. The material is placed in this tub and pressed by these wheels for the space of three or four hours, it being constantly kept damp to avoid an explosion.

After being subjected to this process, the powder is taken to the press house and subjected to the operation of a powerful hydraulic press. The powder is placed between sheets of copper and duck cloth, and after receiving a pressure equal to 120 tons to the square foot, it comes out in hard and brittle cakes of a grayish black hue, from $\frac{1}{4}$ to $\frac{1}{2}$ an inch in thickness, and from 2 to 3 feet square. This is called mill cake, and is now ready to be reduced to the size required to make the powder. This is done by passing it through rollers, one of which is so adjusted as to yield when any hard substance gets between them, otherwise friction might be produced and the mill be blown up. The powder is then bolted and the dust caused by the attrition of the particles is separated; it is then passed through sieves of different sizes, and the coarse and fine powder separated. The powder is then dried; and for this purpose is placed, some in a room heated by an iron dome rising in the centre of the floor under which is a stove or fire kindled from the outside or beneath the building; and some in an iron pan heated by steam. The last operation is glazing, which is done by placing it in long wooden cylinders and revolving them. This operation changes the powder from a dull greyish color to a shiney black, and renders it more saleable in market. The gunpowder is now completed and ready for packing in kegs or canisters.

There are perhaps from 50 to one hundred gunpowder mills throughout the United States, most of which are small mills located in the mining regions of Pennsylvania, where they manufacture blasting powder to be used in the vicinity. Of large manufacturers, besides the one whose mills we have imperfectly described, there are perhaps four or five; and among these the most extensive are Messrs. Du Pont, whose mills are in the State of Delaware, and the Hazzard Company whose mills are at Enfield, Connecticut.

The explosion of gunpowder is a deflagration, in which the combination of the ingredients is completed at once; the whole, so far as it is capable passing from a solid into a gaseous condition, by the elements of the ingredients entering into new combinations among themselves. The exciting cause may be heat sufficient to effect the decomposition of the smallest particle; more heat is thereby generated and the process goes on. It is most complete when the substances are as wholly converted into gas as possible, and also into those gaseous combinations which set free the largest amount of caloric. But for many purposes a powder which explodes very suddenly is not desirable. For blasting gunpowder it is better to allow time for the shock to distribute itself through the rock, and it is therefore sometimes made of different proportion, and is also made coarser in grain, which also tends to retard its explosion. For this object the gunpowder now used in firing rifled cannon and other large guns is made very coarse; it having been proved within the last six months to be much more effectual.

There is no data by which we can now readily ascertain the relative amount of gunpowder made in this country, and that made in England. During the Crimean war the British Government made large purchases of gunpowder in this country; and notwithstanding the English people export more gunpowder than we do, it is doubtful whether, when we take into consideration our large internal trade, that they manufacture more extensively than ourselves.

Richmond and Danville Railroad.

This company was chartered on the 9th March, 1847, and organized on the 20th November following. The company was authorized to construct a railroad from the city of Richmond in a southwest direction to the town of Danville on the Dan river, and to raise by shares a capital of \$1,500,000, the State taking three-fifths of the amount and appointing three of the directors. By subsequent legislation, the right to increase the capital to \$2,000,000 was granted, and counties, cities and other corporate bodies empowered to subscribe thereto. The State also agreed to guarantee the payment of an issue of the company's bonds to the amount of \$200,000, and to loan to the company \$600,000 redeemable by a sinking fund in thirty-four years.

The work of construction was commenced on the section between Manchester and Coalfield in the summer of 1848, and the whole line was placed under contract before the end of 1849. The bridge over James river was also contracted for in the latter year, and in the same year contracts were made for iron to lay the first 100 miles of the road. It was the original design of the company to lay the road as far as the coal mines, with rail weighing 75 tons to the mile, and beyond that point with flat-bar weighing 42 tons. By a resolution adopted in May, 1850, however, the latter description of rail was abandoned for the heavier rail throughout. Up to the present time all but $8\frac{3}{4}$ miles have been thus laid with heavy rail.

The road from Manchester to the coal mines, was completed and opened for business on the 25th December 1850. On the 19th May following, it was completed to the Appomattox river, 27 miles from Richmond, on the 13th October to Amelia Court House, $36\frac{1}{2}$ miles; and on the 24th November to Jetersville, $43\frac{1}{2}$ miles. In 1852, the road was extended—on the 19th February, to Jennings's Ordinary, 50 miles, on the 15th May to a junction with the South Side Railroad, 54 miles, on the 16th August to the Meherrin, 65 miles, and on the 8th November to Keyesville, 73 miles. On the 20th July, 1853, it was opened to Drake's Branch, 82 miles, and on the 4th October to Overby's Station, 85 miles; and on the 1st March, 1854, it was completed to the Staunton river, 90 miles.

The company had now used all its available means and became embarrassed with debts and liabilities which threatened a suspension of further progress. To relieve itself of its disabilities, a second mortgage of the road was executed for \$250,000, and a further mortgage in the following year for \$150,000. The latter was used for the payment of iron and cross-ties for the 50 miles yet to be completed. With these additional means, together with the earnings of the road al-

ready in operation, the line was extended first to Boston (20th December, 1854,) $109\frac{1}{2}$ miles, then to New Ferry (23rd February, 1855,) 120 miles, and then to Barksdales (4th Sept., 1855,) 127 miles, and early in the next year to Danville, having been completed to Ringgold, 135 miles, on the 26th February, and to Dan river, 140 miles, on the 24th March of that year. On the 5th May following the bridge over the Dan was completed and cars for the first time ran into the town of Danville.

The cost of the road to this point has been less than \$3,500,000 of which \$1,975,000 was share capital, \$1,200,000 loans and bonds, and the remainder chiefly net earnings. The State loan is virtually an annuity terminable in 34 years from 1853—the payment to the State of \$42,000 a year in semi-annual payments being sufficient for the interest and the liquidation of the capital at the date named.

The extension of this road into North Carolina has for several years been sought by the Company; but the Legislature of that State has repeatedly refused to sanction any direct connection between the railroads of the two States. The extension of the Roanoke Valley Railroad from Clarksville to Keyesville (now under construction) will, however, furnish an indirect connection. A company has also been incorporated under the name of the Dan River Coal Field Railroad Company to construct a road from Germantown, N.C., down the valley of the Dan to the Virginia line near Danville, from which point it is contemplated to extend it to that town. A third connection is also in contemplation, stretching primarily to the base of the Blue Ridge, and thence through the copper regions forming a connection with the Virginia and Tennessee Railroad at the most eligible point. The survey for the latter line has been made and completed under the auspices of the Richmond and Danville Company.

SHARE CAPITAL—Authorized \$2,000,000 in 20,000 \$100 shares.

Paid in \$1,981,198 on 20,000 \$100 shares, viz:

	Subscribed.	Paid in.
State of Virginia	\$1,200,000	\$1,188,599
City of Richmond	250,000	250,000
Town of Danville	10,000	10,000
County of Pittsylvania	30,000	30,000
Henry	20,000	20,000
Individuals	490,000	482,599

FUNDED DEBT—\$898,892, classified as follows:

State of Virginia 6 per cent. loan, \$561,092—issued in 1853 and payable, principal in 34 years and interest semi-annually, 1st January and 1st July, in the city of Richmond. The original loan was \$600,000 which has been reduced to the present amount by the action of a redemption fund of one per cent. per annum paid in semi-annual instalments. By the uninterrupted operation of this fund the whole loan will be paid off at maturity.

Mortgage 6 per cent. bonds, \$200,000—issued in January, 1851, and payable, principal in 1875, and interest semi-annually, 1st January and 1st July in the cities of Richmond and New York. These bonds are guaranteed by the State, to which the road and property of the company are mortgaged as security therefor. This mortgage ranks next to that securing the State loan.

Mortgage 6 per cent. company bonds, \$1,000—

issued 1st August, 1854, and payable principal 1st August, 1859, and coupons 1st February and 1st August in the city of Richmond. This amount is the remainder of an issue of \$250,000 and is now payable on demand.

Mortgage 6 per cent. bonds (registered), \$138,800—issued 1st November, 1855, and payable, principal 1st November, 1860, and interest semi-annually, 1st May and 1st November, in the city of Richmond. This mortgage covered a total of \$150,000, of which \$10,900 has been redeemed, and \$2,300 have been extended.

FLOATING DEBT—\$73,608, viz: bills payable, \$53,576, and open accounts, \$20,132.

COST OF ROAD AND EQUIPMENT—\$3,726,037: in detail as follows—

Graduation and masonry	\$1,106,216
Wooden bridges and trestling	343,464
Iron bridges	17,716
Superstructure of road, including iron.	693,988
Wood and water stations, buildings and fixtures	731,709
Machine shops, machinery and fixtures	447,840
All other buildings	26,497
Land, land damages and fences	63,570
Engineering, agencies and salaries	164,487
Other expenditures	150,630

OPERATIONS IN TRANSPORTATION, 1859-'60.

1. Miles run by trains.

Passenger	94,724	Material	7,465
Freight	119,261	Wood	7,134
Coal and stone ..	10,065	Gravel	9,151
Belle Isle	1,250	Special	734
Shifting	8,045		

Total mileage

2. Passenger Traffic.

Local passengers—going west	28,633
“ “ “ east	29,471

Total local passengers

Through passengers—going west	12,532
“ “ “ east	10,694

Total through passengers

Total number of passengers	81,330
Total mileage of passengers	4,043,677

3. Tonnage Traffic.

Local tonnage—outward	43,483
“ “ inward	26,619
Local and through tonnage—intermediate.	7,497
Connection tonnage—outward	3,572
“ “ inward	5,748
Belle Isle tonnage	9,889
Coal	32,346
Stone	7,889
Express	150

Total tonnage

The outward and inward tonnage was classified as follows—

Classification.	Tons.	Mileage.	Tons.	Mileage.
Products of the forests	497	49,934	1,104	75,498
Do. of the mines	1,868	248,293	115	1,526
Do. of animals ..	1,130	113,175	127	8,326
Vegetable food ..	3,229	356,641	10,817	813,224
Other agric. products	1,277	153,409	10,417	879,394
Manufactures ..	6,753	847,482	3,934	513,281
Merchandise	6,550	592,105	63	6,697
Unenumerated articles	22,179	2,467,872	44	3,985

Total

4. Passengers and Tonnage Traffic Yearly.

Number of Pass'gers.	Fr'ght.	Coal.	Stone.	Belle Isle.	Ex. press.	Total.
1856	89,617	51,389	24,274	4,183	8,395	95,581
1857	66,723	58,226	29,918	6,028	7,678	95,078
1858	84,888	61,715	30,835	4,790	10,011	108,518
1859	102,264	62,481	32,346	7,389	9,889	136,693

INCOME ACCOUNT

Passengers local	\$108,065
“ through	44,525
Freight—outward	\$159,633
“ inward	178,647
“ intermediate	27,657
“ coal	13,063
“ stone	2,172
“ Belle Isle	3,300
Express	384,473
U. S. Mail	6,977
Total	\$560,904

Expenditures—

Operating expenses	\$270,110
Salaries of officers	8,466
Ordinary expenses	\$278,576
New works	68,888
New rolling stock	19,994
Excess of inventory	19,784
Net earnings	174,160
Total	\$560,904

PROFIT AND LOSS ACCOUNT FOR 1859-'60.

Resources:—

Balance per Report, 1859	\$12,478
Transportation and connections	690,234
Petty charges	1,262
Open accounts collected	3,492
Interest	928
Sales of rails, etc.	9,639
Temporary loans	74,345
Bond No. 1 sold	2,254
Loans of 1859 and 1860 returned	36,820
Sundries	3,967
Total	\$834,202

Disbursements:—

Transportation and connections	\$79,962
Notes and drafts	224,100
Salaries	8,466
Wages	28,643
Loans on call	77,140
Paymaster	142,588
Interest	20,154
Re-laying track	10,582
Dividend No. 1	76,676
Open accounts settled	19,939
Temporary loans	19,800
7 per cent. on \$600,000	42,000
Sundries	92,552
Total	\$834,202

LENGTH OF ROAD.

Main Line:—Richmond to Danville. 140.50 miles.	
Second track, none; sidings and turn-outs	11.92 miles.
Branch Line: Manchester to Coal Yards ..	1.55 mile.
“ “ Coalfield to Midlothian Pits ..	1.14 “
Second track, none. Sidings and turn-outs	0.08 “

ABSTRACT OF BALANCE SHEET, YEARLY, 1851-'60.

	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Share capital—State	\$717,397	\$822,697	\$1,020,744	\$1,127,800	\$1,181,200	\$1,185,000	\$1,185,000	\$1,188,598	\$1,188,598	\$1,188,598
“ “ municipal	204,440	210,000	340,000	310,000	310,000	310,000	310,000	310,000	310,000	310,000
“ “ individual	274,024	339,628	374,795	445,779	478,229	480,000	482,399	482,399	482,399	482,599
State loan			200,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000
Guaranteed bonds	140,400	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000	200,000
Mortgage bonds, 1854-'59.				12,500	249,500	250,000	250,000	250,000	250,000	250,000
“ “ 1855-'60.					100,800	150,000	150,000	150,000	150,000	150,000
Transportation and connections.	17,936	101,279	266,244	475,859	803,304	1,191,335	1,661,971	2,194,119	2,863,423	3,530,697
Other receipts	1,358	1,170	1,320	3,519	33,087	33,126	35,281	37,218	36,172	38,430
Floating debt	88,593	246,795	92,646	112,942	124,481	78,263	29,908	25,154	40,058	73,608
Cost of road and property	1,404,538	1,806,966	2,197,813	2,858,711	3,259,597	3,449,467	3,487,685	3,588,653	3,656,668	3,726,037
Discount on mortgage bonds				1,194	63,653	73,593	73,593	73,593	70,277	70,277
Discount on county bonds						4,200	6,200	6,200	6,200	6,200
Redemption fund on \$600,000 ..			129	3,073	8,909	14,909	20,909	26,909	32,909	38,909
Bonds due 1859 redeemed							19,725	131,208	249,000	249,000
Extended bonds										22,300
Bonds due 1860							9,600	10,600	10,600	10,900
Transportation and connections.	15,385	65,477	159,589	320,483	536,201	723,853	982,484	1,254,496	1,667,394	2,099,635
Interest paid	631	16,349	35,556	61,507	120,224	193,490	265,599	335,887	393,239	450,461
Other disbursements							994	994	1,379	10,867
Dividend 4 per cent., Dec., 1859										72,208
Debts due the company	14,068	28,957	24,442	3,074	9,914	3,751	2,569	6,245	17,505	22,460
Cash on hand	9,530	3,820	9,220	6,357	49,103	3,481	25,201	2,703	12,478	57,677
County bonds on hand			39,000	34,000	33,000	11,000				
Total	1,444,152	1,921,569	2,465,749	3,288,399	4,080,601	4,477,744	4,904,559	5,437,488	6,120,659	6,823,952
Loan and bonds less amount redeemed	140,000	200,000	399,871	809,427	1,141,491	1,185,091	1,149,766	1,031,283	907,491	898,892

EARNINGS FROM INDICATED SOURCES.										
	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.
Passengers	7,064	28,617	50,544	64,811	90,419	216,102	182,553	152,631	181,799	152,590
Tonnage	8,017	34,177	85,610	127,574	199,546	267,233	293,367	298,882	327,291	365,937
Coal	8,324	14,751	15,620	17,816	14,962	16,782	11,010	12,398	12,615	13,063
Stone	1,204	2,430	7,030	7,239	1,594	1,537	1,245	1,806	1,468	2,172
Belle Isle				1,565		2,138	2,947	2,582	3,483	3,300
Express		300	2,986	2,680	3,697	4,388	5,675	6,474	8,024	6,977
Mail	345	1,049	3,125	3,809	6,090	11,713	15,121	16,899	19,523	16,864
Total	19,954	81,324	163,965	225,294	316,309	421,763	461,918	491,674	554,203	560,904

COST AND MILEAGE OF ROAD, EARNINGS, EXPENSES, ETC., YEARLY.										
Year.	Cost of road, etc.	Miles open.	Gross Earnings.				Current Expenses.		Earnings less Expenses.	
			Pass'r.	Tonnage.	Mails, etc.	Total.	Expenses.	Expenses.	Am't.	Dividends.
										p.c.
1851.	1,405,538	29.69	7,064	12,545	345	19,954	14,685	5,269	nil.	nil.
1852.	1,806,966	67.69	28,617	51,859	1,349	81,325	48,488	32,837	—	—
1853.	2,197,813	75.69	50,544	103,310	6,111	164,965	96,416	68,549	—	—
1854.	2,858,711	92.69	64,811	153,994	6,489	225,294	156,649	68,645	—	—
1855.	3,259,597	129.69	90,419	216,102	9,788	316,309	170,282	146,027	—	—
1856.	3,449,467	143.19	118,070	287,591	16,102	421,763	206,951	215,012	—	—
1857.	3,487,685	143.19	132,553	308,569	20,796	461,918	206,382	255,536	—	—
1858.	3,588,653	143.19	152,631	315,669	23,374	491,674	224,481	267,193	—	—
1859.	3,659,668	143.19	181,799	344,857	27,547	554,203	261,215	292,988	—	—
1860.	3,659,668	143.19	152,590	384,472	23,842	560,204	278,576	282,328	79,208	4

BALANCE SHEET, Sept. 30th, 1860.

DR.		
Cost of road and property	\$3,726,037	
Interest on bonds, etc.	\$450,461	
Redemption fund on \$600,000 ..	38,909	
Discount on county bonds	6,200	
	495,570	
Transportation payments and connections to date	2,099,635	
Casualties	1,501	
Bonds due Aug. 1, '59 reduced.	\$249,000	
" " Nov. 1, '60 " ..	13,200	
	262,200	
Debts due the Company	22,460	
Cash in bank	57,677	
Dividend 4 per cent. December, 1859..	79,208	
Western Extension survey	1,675	
Total	\$6,753,655	
CR.		
Share capital from State	\$1,198,598	
" " " counties, etc.	310,000	
" " " individuals	482,599	
Guaranteed bonds, due 1875	200,000	
State loan for 34 years	600,000	
Mortgage bonds, 1854-'59	\$250,000	
Less discount on same	41,045	
	208,955	
Registered bonds, 1855-'60	\$150,000	
Less discount on same	29,232	
	120,768	
Rents, sales, etc.	27,293	
Insurance on iron lost	8,837	
Extended bonds	2,300	
Transportation receipts and connections	3,530,697	
Due on open accounts	20,032	
Bills payable	53,576	
Total	\$6,753,655	

The equipment of the road consists of 23 locomotive engines; 11 8-wheel 1st class passenger; 3 second class; 3 smoking; 10 baggage and mail; 189 8 wheel box freight; 44 platform; 8 stone; 60 6 wheel coal (iron); 30 4-wheel box freight; 33 stone; 18 coal (wood); 16 gravel; and 2 sand cars:—total, 430 cars.

The following are the officers and directors for 1860-'61:

President—LEWIS E. HARVIE, Richmond, Va.
Directors elected by stockholders—Lewis E. Harvie, William Palmer, (Vice President), R. O. Haskins, Richmond, Va.

Directors appointed by State—J. B. Stovall, Halifax Co., Va.; Vincent Witcher, Pittsylvania Co., Va.; E. G. Leigh, Powhatan Co., Va.

Treasurer—JOHN S. VAUGHAN, Richmond, Va.
Auditor—THOMAS W. BROCKENBROUGH, "
Sup't—ALEXANDER WORRAL, "
 The principal office is at Richmond, Henrico Co., Va.

Connecticut and Passumpsic Rivers R. R.

This company was chartered November 10th, 1835, with an authorized capital of \$2,000,000 and power to increase the same to \$3,000,000. In 1843, the charter was revived, and the company organized January 15, 1846, and the road opened for use from White River Junction to Bradford, 28 miles, Oct. 10, 1848; and to Wells River Village, 40 miles, Nov. 9, 1848. In Nov., 1850, an additional section of 20½ miles, to St. Johnsbury, was opened; and on the 21st of Oct., 1858, the road was extended to Barton, its present terminus. The whole length of completed road from White River Junction to Barton is 90 miles. The Northern section, a length of 20 miles, is now in course of construction, by which it is proposed to connect with the Stanstead, Shefford and Chambly Railroad in Canada, which has already been partially opened. During the past year, the collections from subscribers has been expended principally between Barton and Barton Landing—the most expensive masonry, the heavy embankment, and the rock cutting are so far advanced that the road to Newport and Canada line can be completed in twelve months, provided sufficient payments therefor are made by the subscribers. The amount of share capital paid in to May 31, 1860, was \$1,280,400. The funded debt of the company is \$800,000, consisting of 1st mortgage 6 per cent. sinking fund, coupon bonds, dated December 1, 1856, and payable, principal in 20 years, and coupons semi-annually at Boston. These bonds were issued to retire the original 1st and 2d mortgage bonds falling due in 1856, '57, '58 and '59, and which were secured on the road south of St. Johnsbury. These bonds have all been taken up with the coupons, and cancelled. The present issue is secured by a first and only mortgage of the entire railroad and all other property of the corporation. For their redemption at maturity, an amount equal to two per cent. of the whole funded debt, or \$16,000, is annually set aside from the net earnings of the road, and placed in the hands of trustees, to be

invested in these bonds so far as they can be purchased, or otherwise in undoubted productive funds. The coupons on these bonds amounting to \$18,000, have been promptly paid the past year, excepting \$2,478 not presented; and \$16,000 paid to the trustees of the sinking fund. The amount now in the hands of the trustees is \$74,300.

The earnings of this road for the fiscal years ending May 31, 1860 and 1861, have been:

	1860.	1861.
From passengers	\$75,090 34	\$71,601 23
" freight	101,352 55	100,856 71
" mail, express, etc.	11,203 64	11,292 33

Expenses	\$187,646 53	\$183,750 27
	123,027 13	91,067 36

Net earnings

Miles run	125,851	118,219
No. of passengers	60,237	60,004
Lbs. of freight	—	55,611,176
Feet of lumber	—	4,946,333

The equipment of the road consists of 8 locomotives; 8 passenger, 5 baggage and mail, 103 box, 45 platform, 21 rack, 1 snow and 8 wood car.

The cash value of equipment and materials on hand May 31, 1861, was as follows:

Locomotives	\$54,200 00
Cars	76,075 00
Tools and machinery	8,966 32
Materials	20,233 98
8,079 cords of wood	15,627 75
Horses, machinery, lumber, etc.	1,068 53

\$176,181 58

The financial condition of the company is as follows:

Notes payable	\$54,343 10
Coupons due not presented	2,478 00
Balance of account with connecting roads	3,768 17

Cash and notes	\$60,589 27
Wood lots	\$2,884 24
Wood and materials on hand	5,743 23
	40,490 26

\$49,017 73

Congressional Appropriations.

The following is a correct list of the appropriations made by Congress during the session which has just closed.

Army	\$185,296,397 80
Naval	30,171,525 29
Legislative	285,373 90
Sundry Civil	529,000 00
National Loan	200,000 00
Police, Baltimore	145,000 00
Purchase of Arms	10,000,000 00
Field Fortifications	200,000 00
Side Wheel Steamers	1,200,000 00
Arms and Ordnance	10,000,000 00
Fortifications, contingent	105,000 00
Naval, additional	20,369,000 00
Exhibition of Industry	2,000 00
Arming loyalists in disloyal States	2,000,000 00
Armed ships, etc.	1,500,000 00
For additional loan	100,000 00
Miscellaneous, about	4,000,000 00

\$266,103,296 99

Interest and Dividends.

A semi-annual dividend of 3½ per cent. has been declared on the capital stock of the Pennsylvania Coal Company, payable in New York, on and after the 15th inst. The transfer books will be closed from the 9th to the 16th inst., both inclusive.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash — signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.								
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.
ALABAMA.																						
30 Jun. '90	65.0			50.6				Alabama and Florida	1,451,336	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,866			
23 Feb. '89	30.3			58.1	2	2	19	Alabama and Mississippi	461,505		30,991	335,010	109,500	21,632	618,965	30.3		55,791	31,852			
31 May '90	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '89	57.0			171.3				Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006			
1 Apr. '90				67.2				Mobile and Great Northern	84,230			36,646	79,664		116,310							
31 Dec. '89	349.9	13.5		168.5	25	18	361	Mobile and Ohio	7,853,467	862,129	114,894	3,481,791	4,717,497	858,467	12,447,373	328.0	585,543	1,120,588	651,610			
29 Feb. '90	58.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	200,269	6		
6 Dec. '89				209.5				North East and South West	600,000	*		650,000			1,030,967							
ARKANSAS.																						
30 Nov. '88	38.5			107.5				Cairo and Fulton	553,877	*		351,524	446,000	10,725	811,949							
30 Dec. '90	22.5							Memphis and Little Rock														
CALIFORNIA.																						
30 Dec. '90	22.5							Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594			
CONNECTICUT.																						
1 Aug. '89	23.9			1.9	3	4	34	Danbury and Norwalk	335,842	50,873		279,100	85,000	4,600	408,597	23.9		73,826	27,992	6		
30 Sep. '89	122.4			10.8	16	20	250	Hartford, Provid. and Fishkill	3,903,456	302,511		1,936,739	1,810,500	319,444	4,323,922	122.4		333,500	152,777			
31 Aug. '89	61.4	10.6		64.6	18	21	302	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4		844,772	602,579	10	135	
31 Dec. '90	74.0				11	11	240	Housatonic	2,439,775		6,247	2,000,000	197,000	52,461	2,586,534	120.0		319,106	177,083			
31 Dec. '89	57.0			2.3	7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,696,018	82.0		241,330	127,506	3		
31 Dec. '89	61.0			3.0				N. Haven, N. London and Ston.	1,851,879			960,748	866,000	200,000		61.0		107,837	20,627			
31 Dec. '89	46.0	9.0		7.0				New Haven and Northampton	1,400,000	*		922,500	700,000			59.7		90,362		5		
31 Oct. '89	60.0			5.0	7	6	106	New London Northern	1,566,695			510,900	1,052,500	3,872	1,575,147	66.0		119,146				
31 Mar. '91	61.3	1.0		63.8	31	74	368	New York and New Haven	4,440,607	675,264		8,000,000	1,890,000		5,717,523	117.4	579,659	925,075	325,573			
30 Nov. '90	66.0			8.5	14	17	282	Norwich and Worcester	2,493,983	237,171	200,000	2,122,500	811,300	45,286		66.0		358,362	159,006	3 1/2	40	
DELAWARE.																						
31 Oct. '89	84.0			10.0				Delaware	1,547,825			361,478	931,500	112,029	1,547,825	84.0			75,672			
31 Oct. '89	16.2							Newcastle and Frenchtown	723,551			744,520		4,641	749,171	5.0		21,195		6		
FLORIDA.																						
30 Apr. '90	154.2			3.0	13.0	3	1	Florida	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	3,535			
30 Jun. '89	31.3			2.0	28.6	2	1	Fla., Atlantic and Gulf Central	396,310	28,608		205,781	204,600	164,070	594,836	19.3		10,255	1,504			
30 Jun. '89	26.5	3.9		227.0				Pensacola and Georgia														
GEORGIA.																						
30 Jun. '90	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,096	265,927	8	125	
30 Jun. '90	30.0			133.5				Atlantic and Gulf—M. Trunk														
31 Dec. '90	58.0							Augusta and Savannah	1,032,200	*		733,700	129,500					168,998	95,612			
30 Apr. '90	43.5			23.7				Brunswick and Florida	755,000	*		151,887										
30 Nov. '90	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574	10		
21 Mar. '90	171.0	61.0						Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500		8,123,343	232.0		1,159,188	528,043	8	100	
30 Nov. '90	102.5				19	16	171	Macon and Western	1,500,000	*		1,500,000		12,296	1,658,976	102.5	226,241	404,618	212,676	19	72	
31 July '89	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,868	50.0		202,714	110,516	8		
1 May '89	58.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,373		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '90	106.1	100.8		16.2	18	22	201	South Western	3,770,425	*		2,921,900	396,500	19,913	3,822,913	228.8			388,853		13	
30 Sep. '89	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and owned by State.						832,343	454,541			
ILLINOIS.																						
31 Dec. '90	220.0				38	36	647	Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0	845,981	994,569	225,786	13m		
30 Apr. '91	138.0			26.0	62	31	990	Chicago, Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,639,340	3,814,516		10,195,257	168.0		1,514,478	242,564		61	
31 Dec. '88	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	782,865	188,085	2,060,065	45.0	14 mo.	243,282	135,284			
1 Apr. '90	194.0							Chicago and Northwestern	9,944,863	*		2,000,000	7,389,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822			
Jun. '90	181.8				58	57	960	Chicago and Rock Island	6,913,554	*	115,285	5,605,000	1,397,000		7,473,049	228.4		1,093,934	309,567	34	40	
10 Nov. '88	33.2							Fox River Valley	580,000	*		580,000			84.0							
31 Dec. '90	121.0	138.5		74.5	60	63	1,369	Galena and Chicago Union	8,040,565	1,311,916	319,903	6,023,300	3,524,200		10,469,355	261.3	792,029	1,462,752	652,200		63 1/2	
30 Dec. '89	175.0							Great Western	5,022,928	*		1,600,000	3,088,426	334,500	5,022,928	175.0						
31 Dec. '90	454.8	252.5			113	96	2,305	Illinois Central	27,196,391	*		15,654,980	15,672,240		33,221,720	708.3		2,721,591	850,630		63	
								Illinois River														
								Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403					148.0				
								Peoria and Bureau Valley					600,000					oper. by Chic. & R. Ia.	125,000			
								Peoria and Hannibal														
								Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000					186.0				
31 Dec. '88	100.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	100.0		oper. by Bur. & Quincy.				
								Rock Island Bridge										oper. by Chic. & R. Ia.	823,767			
31 Dec. '88	168.5	39.8		12.2	31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487		3,026,903	5,035,615	741,040	8,865,252	208.3						
INDIANA.																						
								Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125					108.0				
								Cincinnati, Peru and Chicago														
31 Aug. '87	109.0			73.0				Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0		249,867	119,432			
1 Jan. '88	72.4				19	21	278	Indiana Central														

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of share.
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.							
M.	M.	M.	M.	No.	No.	No.											M.	M.	\$	\$	P. c.	P. c.
MAINE.																						
31 May, '59	36.5				4	4	21	Androscoggin	757,381	*		151,833	444,638	100,910	757,381	36.5			40,165	24,076		
31 May, '61	55.0				4	10	128	Androscoggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,517	2,345,574	137.0			318,505	94,088	6	78
30 Jun, '59	149.0				41	37	349	Atlantic and St. Lawrence	6,066,375	857,566		2,494,900	3,472,000	9,572	6,976,472	149.0	429,791	545,741	150,229			
30 Jun, '59	12.5		25.0		4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000	40,576	244,726	12.5			30,830	1,028			
31 Aug, '59	63.0	9.5	8.0		12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	72.5		164,516	81,695			
31 Dec, '59				14.0				Penobscot	328,412	*		180,497	300,000	75,000								
31 May, '61	54.7				4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566			
31 May, '59	51.3				11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,208	1,500,000		1,500,000	51.3	141,664	208,299	104,029	6	100		
31 May, '59	37.0							Somerset and Kennebec	783,763	*		169,200	556,600	37.0			55,403	23,404				
31 May, '59	18.5			33.5				York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5						
MARYLAND.																						
30 Sep, '60	279.6	7.2			235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8		3,922,203	2,305,788	6	41	
30 Sep, '60	30.0				7	33	167	Washington Branch	1,650,000			1,650,000		1,824,806	39.0	187,427	462,880	290,840	9	100		
31 Dec, '60	138.0	4.0	16.4		41	31	1,723	Northern Central	7,553,616	855,889	214,998	2,260,000	5,890,300	537,926	9,041,851	218.0		1,018,103	283,627		134	
MASSACHUSETTS.																						
30 Nov, '60	21.2		2.0		6	4	80	Berkshire	500,500	100,000		600,000		601,360	oper. rat. by	Housat.	42,000	7				
30 Nov, '60	26.8	1.8	43.6		21	26	666	Boston and Lowell	2,245,728			1,830,000	440,000	3,863	2,655,821	28.6		544,882	184,615	8	100	
31 May, '60	74.3	8.8	51.3		32	54	506	Boston and Maine	3,846,709	417,233	465,758	4,076,974	134,950	4,929,166	118.3	553,484	915,626	450,086		107		
30 Nov, '60	47.0	7.0	22.3		22	27	210	Boston and Providence	3,057,900	102,100		3,160,000	162,720	46,647	3,717,704	54.0		685,631	349,487	8	108	
30 Nov, '60	44.6	24.0	59.2		30	59	295	Boston and Worcester	4,301,925	437,416	100,000	4,500,000		47,580	5,327,567	83.7	525,954	1,045,683	439,284		108	
30 Nov, '60	46.1	1.1	2.7		7	10	109	Cape Cod Branch	907,761	123,864		681,690	168,400		11,058		47.2	77,522	122,937	46,613	124	
30 Nov, '60	50.0	2.4	8.9		12	13	331	Connecticut River	1,614,385	187,558		1,591,100	242,000		1,928,284	52.4		297,096	153,164	8	64	
31 May, '61	44.1	30.5	24.4		28	47	439	Eastern	4,045,166	315,155	264,102	2,855,400	1,960,000		5,045,630	120.7	456,825	684,655	327,590	4	64	
30 Nov, '60	19.9	1.3	3.6					Essex	742,592	4,416		299,107	290,261	197,428	776,796		55,946	62,498	12,496	67		
30 Nov, '60	50.9	16.8	70.9		29	28	655	Fitchburg	3,190,851	250,149		3,540,000	100,000		3,869,729	67.7	337,451	632,866	272,299	6	94	
30 Nov, '60	14.0	2.4			3	3	37	Fitchburg and Worcester	293,658	40,226		214,296	62,900	300	333,884	26.4	37,245	62,971	23,837			
30 Nov, '60	24.9		2.0					Hampshire and Hampden	577,582			298,951	303,014	57,065	653,030	oper. by N.						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends.	Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.			
NEW YORK.																								
30 Sep. '60				140.0				Albany and Susquehanna	548,221			507,957		46,139	554,096		oper. r. by Ke	na. & S	arat.					
30 Sep. '60	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099	50,000	2,389,559		oper. r. by W	estern						
30 Sep. '60	33.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559		oper. r. by W	estern						
30 Sep. '60	34.9		2.6	73.6	4	6	39	Black River and Utica	1,156,299	81,445		822,371	745,500	7,121	1,674,992		oper. r. by W	estern						
30 Sep. '60	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000		470,000		oper. r. by W	estern						
30 Sep. '60	14.5		7.0		28			Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852		oper. r. by W	estern						
30 Sep. '60	24.7		23.4	5.5	158			Brooklyn City	926,356	335,870		1,000,000		130,000	1,330,000		oper. r. by W	estern						
30 Sep. '60	142.0		14.4	18.5	28	32	402	Buffalo, New York and Erie	3,163,766		213,158	680,000	2,413,516	201,682	3,027,620		oper. r. by W	estern						
30 Sep. '60	68.3		14.0		28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496		oper. r. by W	estern						
30 Sep. '60	34.6		38.1					Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050		oper. r. by W	estern						
30 Sep. '60	17.4		2.1					Chemung	400,000			380,000	70,000		450,000		oper. r. by W	estern						
30 Sep. '60	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000		oper. r. by W	estern						
30 Sep. '60	17.3		3.0					Hudson and Boston (West'n)	175,000			175,000			175,000		oper. r. by W	estern						
30 Sep. '60	144.0		115.1		58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106	15,000,000		oper. r. by W	estern						
30 Sep. '60	84.0		2.5	10.8	17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12,283	2,620,997		oper. r. by W	estern						
30 Sep. '60	297.8	258.1	313.8		211	237	3,171	New York Central	31,106,094		963,331	24,000,000	14,332,523	127,376	40,638,447		oper. r. by W	estern						
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,386	25,326,505	2,074,796	38,401,300	496,000	3,019,000		oper. r. by W	estern					
30 Sep. '60	138.0		2.1	29.6	33	93	576	New York and Harlem	8,022,786			6,717,190	6,055,762		12,000,000		oper. r. by W	estern						
30 Sep. '60	8.0				2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	261,000		oper. r. by W	estern						
30 Sep. '60	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000		oper. r. by W	estern						
30 Sep. '60	118.0		3.8	17.7	28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000		oper. r. by W	estern						
30 Sep. '60	35.9		2.2		7	6	46	Oswego and Syracuse	791,002			396,340	213,500	4,875	4,875		oper. r. by W	estern						
30 Sep. '60	75.4		2.3		6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748	1,997,676		oper. r. by W	estern						
30 Sep. '60	25.2		2.0		5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000	1,000,000		oper. r. by W	estern						
30 Sep. '60	18.5		1.2	21.3				Rochester and Genesee Valley	654,021			587,560	150,000	19,980	715,518		oper. r. by W	estern						
30 Sep. '60	18.0		1.0		1			Sackett Harbor, Rome & N.Y.	70,468	1,050		10,305	83,000	61,213	71,518		oper. r. by W	estern						
30 Sep. '60	21.0		1.6		2	2		Saratoga and Schenectady	480,684			300,000	83,000		480,684		oper. r. by W	estern						
30 Sep. '60	40.8	6.7	3.8		9	11	84	Saratoga and Whitehall	820,518	81,166		600,000	378,000	3,376	1,000,000		oper. r. by W	estern						
30 Sep. '60	13.0		0.3		2	6		State Island	261,389	36,443		62,731	162,087	63,374	330,000		oper. r. by W	estern						
30 Sep. '60	31.3		7.6		13	12		Syracuse and Binghamton	2,554,212			1,200,130	1,643,153	121,065	4,400,000		oper. r. by W	estern						
30 Sep. '60	6.0		8.5		10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,158	2,420,000		oper. r. by W	estern						
30 Sep. '60	2.1		2.1					Troy and Greenbush	258,835	36,073		274,400			950,000		oper. r. by W	estern						
30 Sep. '60	2.1		2.1					Troy Union	752,901			30,000			782,901		oper. r. by W	estern						
30 Sep. '60	10.0		10.0					Warwick Valley	84,295			54,500	4,500	14,500	143,295		oper. r. by W	estern						
30 Sep. '60	96.7		11.0		17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112	2,345,112		oper. r. by W	estern						
NORTH CAROLINA.																								
31 May '60	94.9		6.4					Atlantic and North Carolina	2,157,508			1,545,225	400,000	276,372	2,419,401		oper. r. by W	estern						
31 May '60	94.9		6.4					North Carolina	4,235,000			4,000,000			4,000,000		oper. r. by W	estern						
31 May '60	94.9		6.4					Raleigh and Gaston	1,240,241			973,300	126,200		1,119,500		oper. r. by W	estern						
30 Sep. '60	161.5	15.0			23	18	182	Wilmington and Manchester	2,632,737		232,900	1,130,470	1,045,000	51,300	4,838,507		oper. r. by W	estern						
30 Sep. '60	161.9				24	32	144	Wilmington and Weldon	2,869,223		107,000	1,340,213	791,056	50,000	5,070,492		oper. r. by W	estern						
15 Mar. '60	81.0	3.0		192.5				Western North Carolina	2,000,000		4,700	290,212		70,860	3,060,972		oper. r. by W	estern						
OHIO.																								
31 Dec. '58	118.2				17	12	208	Atlantic and Great Western	613,231			866,930		77,294	1,550,455		oper. r. by W	estern						
1 Aug. '59	137.0				41	39	508	Bellefontaine and Indiana	3,088,213		10,000	1,859,813	1,267,075	64,251	5,056,956		oper. r. by W	estern						
31 Mar. '61	60.3				22	28	432	Central Ohio	5,579,508	922,670	106,133	1,625,356	3,673,000	1,126,458	8,305,027		oper. r. by W	estern						
31 Dec. '60	30.0				69.1			Cine., Hamilton and Dayton	2,648,296	504,892	68,747	2,155,500	1,556,000	3,708,392		oper. r. by W	estern							
1 May '60	30.8				31.0	16		Cine. and Indianapolis June	6,250,841			2,441,176	3,032,000	228,975	11,724,017		oper. r. by W	estern						
31 Dec. '60	135.4	5.8			42	31	439	Cine., Wilmington and Zanev.	4,087,571	684,965	67,422	4,746,100	38,000	5,343,527		oper. r. by W	estern							
31 Dec. '60	67.0				18.0	12		Cleveland and Columbus and Cine.	2,500,017	288,303	298,971	1,155,152	1,693,300	304,182	3,341,020		oper. r. by W	estern						
31 Dec. '60	95.4	1.2	37.9		40	42		Cleveland and Mahoning	3,221,636	549,693	541,506	3,000,000	1,602,000		4,602,936		oper. r. by W	estern						
30 Nov. '59	101.0	102.5			32	45		Clev., Painesville & Ashtabula	9,320,288			3,342,368	4,918,325	663,821	9,981,102		oper. r. by W	estern						
31 May '61	109.2	79.4			32	45		Cleveland and Pittsburgh	6,697,178	483,100	89,298	3,345,360	3,550,570	196,413	7,612,406		oper. r. by W	estern						
31 Dec. '58	61.4				53.0	5		Cleveland and Toledo	1,574,693			369,873	575,250	632,436	2,520,000		oper. r. by W	estern						
31 Dec. '58	72.0				31.0	6		Clev., Zanesville and Cine.	2,555,000			750,000	1,600,000	206,000	4,911,000		oper. r. by W	estern						
30 Nov. '58	54.5		10.4					Columbus and Indianapolis	1,376,250	392,909	112,734	1,490,000	290,700	50,500	1,965,539		oper. r. by W	estern						
31 Mar. '60	144.0							Columbus and Xenia	5,241,748	65,147														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares		
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.					Liabilities.					Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.			Dividends.	P. c.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Gross.	Net.								
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.				
PENNSYLVANIA, (Continued.)																									
31 Oct. '60	48.9		3.2	99.5	7	7	65	Pittsburg and Connellsville	2,724,803	81,136			1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,553	29,690					
31 Dec. '60	407.5		56.3		96	80	1,059	Pittsburg, Ft. Wayne & Chicago	16,401,108		91,100	6,286,367	9,010,655	1,727,161	18,155,116	467.5	1,948,501	2,335,353	761,554						
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462			1,221,277	280,000												
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700			1,258,700	97,000		1,355,700	54.0									
30 Sep. '59	92.1	15.3	14.9					Schuylkill Valley	573,616			568,150			573,616	24.5		34,501	29,004	34					
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227			96,227	54,882						
31 Dec. '59	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		114,126	61,348						
30 Nov. '59	29.6	6.6	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		85,072	47,007	6					
30 Sep. '59	26.4		2.1		4	11		Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502						
30 Sep. '60	78.0		6.0		16	8	126	Williamsport and Elmira	4,050,314			1,500,000	2,200,000	293,895		78.0	199,878	238,420	860,330		94				
RHODE ISLAND.																									
31 Aug. '58	50.0		2.0		9	13	84	N. Y., Providence and Boston	2,158,000			1,508,000	306,500		2,158,000	50.0	147,231	208,439	96,571	5					
30 Nov. '58	13.6		0.5			3		Providence, Warren & Bristol	434,698	1,588		287,917	109,937	36,139		13.6	23,514	23,005	1,278						
SOUTH CAROLINA.																									
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2									
31 Dec. '58	54.9			47.4	4	3	21	Charlotte and Savannah	801,615	34,372	250,000	706,365	195,266		197,905	1,099,536	51.9								
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000			109.6		283,263	151,536	6					
1 Jan. '59	143.2	21.3						Cheraw and Darlington	600,000			400,000	200,000			49.3									
31 Aug. '58	22.5							Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,545	2,519,554	164.5		341,190	125,871						
31 July '58	32.0							Kings Mountain	196,230			200,000			200,000	22.5									
28 Feb. '59	102.0							Laurens	543,403			400,000	106,218		675,729	32.0		27,568	8,527						
31 Dec. '60	136.0	106.0			62	59	790	North-Eastern	2,011,652			985,743	960,410	108,172	2,057,325	102.0		220,014	96,145						
31 July '58	25.1			41.9				South Carolina						2,643,333			1,499,636	701,943	7						
SPARTANBURG AND UNION																									
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187						
1859				17.0	2		14	Edgefield and Kentucky	857,947			333,204	612,000	60,900		30.0	29,845	9,359	7,486						
1859	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,466						
1859	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	314,917						
1860	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,636,096	873,597						
1859	271.6	16.0	20.0		3	9	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000											
1859	100.0	30.6	55.8					Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000												
1859	59.0		40.1		7	5	119	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.4	69,870	177,256	60,029						
1859	47.4	2.3	4.6		4	6	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666						
1859	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892						
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882			2,056,544	1,731,000			159.0		734,118	337,354	6					
1859								Nashville and Northwestern				595,922	860,000	204,544		45.8	57,950	127,953	87,243						
1860	45.8	4.2	11.7		5	5	32	Tennessee and Alabama	76,016	76,016		216,962	413,000	408,477		30.0		1,248							
1859	30.0	0.6	8.0					Winchester and Alabama																	
TEXAS, (all aided by State.)																									
1859	32.0		158.0					Buffalo Bayou, Braz. & Col'do								32.0									
1859	56.0		184.0					Galveston, Houston & Henderson								56.0									
1859	60.0	1.5	75.0		2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,555		50.0	51,300	32,670							
1 May '60	70.0	6.0	280.0		7	5	124	Houston and Texas Central	4,232,345			455,000	975,000	369,000		70.0	102,200	282,846	106,568						
1859	25.0		110.0					San Antonio & Mexican Gulf								25.0									
1859	28.0		766.0					Southern Pacific								28.0									
VERMONT.																									
31 May, '60	90.7	8.6	19.6		8	8	188	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000			90.7	122,200	187,646	64,619						
31 Aug. '60	119.6	13.0			26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	679,119	6,885,045	119.6	349,440	334,368	113,318						
31 Aug. '60	62.0	4.0			10	6	184	Rutland and Washington	1,771,683			350,000				62.0	142,839	160,318	30,288						
31 Aug. '60	119.0	20.0			42	28	875	Vermont Central	8,402,055			5,000,000	3,853,000	1,423,299	10,276,299	119.0	706,817	775,569	127,727						
31 Aug. '60	47.0	2.8						Vermont and Canada	1,350,695			1,350,000			1,380,695										
31 Aug. '60	23.7	0.7			3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200			23.7	47,950	45,930	8,522						
31 Aug. '60	64.0	10.5						Western Vermont	1,083,500			332,000	700,000		1,083,500										
VIRGINIA.																									
31 Aug. '59	41.3		122.1					Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194										
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062						
30 Sep. '59	79.2	4.8			5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332						
30 Sep. '59	103.5							Northwestern Virginia	5,322,150			468,605	5,719,229			103.5	345,427	248,004	108						
30 Sep. '60	68.3	68.4	10.0		16	16	175	Orange and Alexandria	2,063,655	2,517,500		2,063,655	2,517,500	590,056		167.7	270,846	450,427	232,214						
30 Sep. '59	123.8	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	123.8		410,166	201,344						
30 Sep. '59	59.2	21.3			14	17	131	Petersburg and Roanoke	1,223,526			883,200	102,500	5,799	1,486,527	80.5		326,554	213,852	74					
30 Sep. '60	140.5	2.7	12.0		28	30	43	Richmond and Danville	3,726,037			1,981,197	1,200,000	75,908	6,763,655	143.2	224,								

New York Stock Exchange.

Sale Prices for the week ending August 7, 1861.

Th.1. F.2. Sat.3. M.5. Tu.6. W.7.

FEDERAL STOCKS:—

U. S. 5s, 1871	80	80	80	80	80
U. S. 5s, 1874	80	80	80	80	80
U. S. 5s, 1865	86	86	86	86	86
U. S. 5s, 1861	86	87	89	88	87
U. S. 6s, 1862	96	96	96	96	96
U. S. 6s, 1867	96	96	96	96	96
U. S. 6s, 1868	96	96	96	96	96
Treas. 12 p. c. notes	102	102	102	102	102
" 10 " "	100	100	100	100	100
" 5 " 2 years	98	98	98	98	98
" 6 " " "	98	98	98	98	98

STATE STOCKS:—

California 7s	76	76	76	76	76
Georgia 6s	67	67	67	67	67
" 5s	67	67	67	67	67
Illinois 6s	79	78	78	78	78
Indiana 6s	75	75	75	75	75
Kentucky 6s	60	60	59	60	60
Louisiana 6s	60	60	59	60	60
Maryland 6s	80	80	80	80	80
Michigan 6s	80	80	80	80	80
Minnesota 8s	43	43	43	43	43
Missouri 6s	43	43	43	43	43
Do. iss. to H. & St. J. R.	46	46	46	46	46
New York 7s, 1870	61	61	62	62	63
" 7s, 1864	61	61	62	62	63
North Carolina 6s	61	61	62	62	63
Ohio 6s, 1860	90	90	90	90	90
Tennessee 6s, 1860	43	43	43	43	43
Virginia 6s	49	47	50	52	55

RAILROAD SHARES:—

Chicago, Burl. and Q.	58	58	58	58	58
Chicago and Rock Isl.	40	39	39	39	40
Clev., Col. and Cin.	94	94	94	94	94
Clev., Painesv. & Ash.	8	8	8	8	8
Clev. and Pittsburg	27	28	28	28	29
Clev. and Toledo	27	28	28	28	29
Del., Lack. and West.	63	63	63	63	63
Galena and Chicago	62	63	63	63	63
Hudson River	34	34	33	34	33
Illinois Central (scrip)	63	64	64	64	64
Indianapolis and Cinc.	42	42	42	42	42
Michigan Central	42	42	42	42	42
M. S. and N. I. guar'd.	28	30	29	29	29
M. S. and N. I.	14	13	13	13	13
Mil. and P. du Chien	15	15	15	15	15
New Jersey Central	76	76	76	76	76
New York Central	76	76	76	76	76
Erie	24	26	26	26	26
Erie pref.	44	44	44	44	44
N. York and Harlem	10	11	10	10	10
N. Y. and H. "pref."	25	26	26	26	24
Panama	107	107	107	107	107
Phila. and Reading	36	37	36	36	36
Stonington	60	60	60	60	60

RAILROAD BONDS:—

Buff. N. Y. & Erie 1 M.	39	39	39	39	39
Chic. and N. W. 1st M.	39	39	39	39	39
" 2d M.	80	80	80	80	80
" S. F.	80	80	80	80	80
Cl. & Tol. S. F. 7 p.c. '85	74	74	74	74	74
Chi., Bur. and Q. 8 p.c.	96	96	96	96	96
D. L. & W. 1 M. S. p.c. '71	96	96	96	96	96
" 2 M. S. p.c. '81	96	96	96	96	96
Gal. and Ch. 1 M. S. p.c. '63	76	76	76	76	76
" 2 M. S. p.c. '75	96	96	96	96	96
Hann. & St. J. 1 M. S.	30	30	30	30	30
Hudson R. 1 M. 7 p.c. '69	101	102	101	102	102
" 2 M. 7 p.c. '60	80	80	80	80	80
" 3 M. 7 p.c. '75	80	80	80	80	80
" sink fund	96	96	96	96	96
Illinois Centr. 7 p.c. '75	90	90	90	90	90
" 6 p.c. '75	90	90	90	90	90
L. Erie & Wab. 1 M.	90	90	90	90	90
" 2 M.	90	90	90	90	90
Mich. Cen. S. F. 8 p.c. '82	94	95	95	95	95
" conv. S. p.c. '69	79	79	79	79	79
Mich. Southern 1st M.	79	79	79	79	79
" 2d M. 60	43	43	43	43	43
" S. F.	43	43	43	43	43
M. S. & N. I. 1 M. S. F.	10	10	10	10	10
" 2 M. S. p.c. '77	10	10	10	10	10
Northern Ind. 1 M.	24	24	24	24	24
" 2 M.	102	102	102	102	102
N. J. Central 1st M.	102	102	102	102	102
" 2d M.	102	102	102	102	102
N. Y. C. 6 p.c. certif. '83	98	98	98	98	98
" 1 M. 7 p.c. '64	98	98	98	98	98
" bonds 1876	98	98	98	98	98
N. Y. & E. 1 M. 7 p.c. '67	98	98	98	98	98
" 2 M. 7 p.c. '79	85	84	84	84	84
" 3 M. 7 p.c. '83	73	73	73	73	73
" 4 M. 7 p.c. '80	73	73	73	73	73
" 5 M. 7 p.c. '83	73	73	73	73	73
" conv. 7 p.c. '62	58	58	58	58	58
" 7 p.c. '71	58	58	58	58	58
" S. F. '75	96	96	96	96	96
N. Y. & H. 1 M. 7 p.c. '73	96	96	96	96	96
" 2 M. 7 p.c. '64	96	96	96	96	96
" 3 M. 7 p.c. '67	96	96	96	96	96
Penn. 1 M. 7 p.c. conv. '88	96	96	96	96	96
" 2 M. 6 p.c. st. g. '75	96	96	96	96	96
Ph. and Read. 6 p.c. '60	96	96	96	96	96
" 6 p.c. '70	96	96	96	96	96

MISCELLANEOUS:—

Del. and Hud. Canal	86	85	85	86	85
Cumberland Coal Co.	80	79	79	80	80
Penn'a Coal Co.	80	79	79	80	80
Pacific Mail S. S. Co.	73	73	73	73	73

The following are the closing prices in the London Market on the 25th July:

United States 5s, 1874	74	to	76
Virginia 6s	44	"	46
Erie shares, ex assessment scrip	23	"	24
Erie shares, 7 per cent. preference	42	"	44
Erie shares, assessment scrip	1	"	2
Illinois Central 6s, 1875	78	"	80
Illinois Central 7s, 1875	83	"	85
Illinois Central \$100 shares, \$50 paid, dis.	37	"	36
Illinois Central, all paid	61	"	63
Michigan Central 8s, Convertible, 1869	81	"	83
Michigan Central Sinking Fund 8s, 1892	86	"	87
Michigan South. and North. Indiana 7s, 1885	60	"	65
New York Central 6s, 1883	83	"	85
New York Central 7s, 1864	89	"	91
New York Central 7s, 1876	90	"	92
New York Central \$100 shares	70	"	72
New York and Erie 7s, 1867	92	"	94
New York and Erie, 2d mort., 1869	90	"	92
New York and Erie, 3d mort., 1865, assessed	77	"	79
New York and Erie Bonds, 1862, '71, '75	—	"	—
New York and Erie shares, assessed	—	"	—
Panama, 1st mortgage 7s, 1865	98	"	100
Panama, 2d mortgage 7s, 1872	96	"	98
Pennsylvania Central 6s	85	"	87
Pennsylvania Central 2d mortgage	81	"	83
Pennsylvania Central \$50 shares	34	"	36
Philadelphia and Reading \$50 shares	15	"	20

American Railroad Journal.

Saturday, August 10, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Share and Money Market.

The market the past week has been steady, with some improvement toward the close. The most important change has been in the bonds of the Southern States, in which there has been considerable advance. There is a better state of feeling owing to the action of Government in the passage of its financial bills, the more important of which is the loan bill, which provides for an issue of bonds and treasury notes to the amount of \$250,000,000, the main features of which are as follows.—The loan may be issued in 6 per cent. Coupon and Registered Bonds irredeemable for 20 years and payable thereafter at the pleasure of the Government; or it may be issued in Treasury notes, of denominations not less than \$50, the same to bear interest at the rate of 7 3-10 per cent., payable in three years, and convertible at any time (but in sums of not less than \$500), into the six per cent. bonds aforesaid. The bill also provides for the issue of treasury notes of less denomination than \$50, but not lower than \$5, payable either on demand or in one year. Those on demand carry no interest, and are payable at the assistant treasury offices in Boston, New York, Philadelphia, Cincinnati, and St. Louis, and are receivable in the payment of government dues. The bond of this class—that is, of a denomination less than \$50, payable in one year, bear an interest of 8.65 per cent., and are payable at the offices of the Assistant Treasury in Boston, New York, and Philadelphia, and may be converted (in sums of not less than \$100), into bonds bearing 7 3-10 per cent. interest—the amount of bonds of a denomination not less than \$50 not to exceed in the whole \$50,000,000.

A supplemental bill in effect repeals the sub-treasury act of 1846. The repealing clause is as follows:

"The Secretary of the Treasury to deposit any of the moneys obtained on any of the loans now authorized by law, to the credit of the Treasurer of the United States, in such solvent specie-paying banks as he may select, and the said moneys so

deposited may be withdrawn from deposit for deposit with the regularly authorized depositaries, or for the payment of public dues, or paid in redemption of the notes authorized to be issued under this act, payable on demand, as may seem expedient to, or be directed by, the Secretary of the Treasury."

The Government also proposes two other revenue bills—one a direct tax of \$20,000,000 appended on all the States as follows:

APPORTIONMENT.

Maine.....	\$420,826	Indiana.....	\$904,875
N. Hampshire	218,406	Illinois.....	1,146,551
Vermont....	211,068	Missouri.....	761,127
Massachusetts	824,851	Kansas.....	71,743
Rhode Island	116,963	Arkansas....	281,888
Connecticut..	308,214	Michigan....	501,763
New York... 2,603,918		Florida.....	77,522
New Jersey..	450,134	Texas.....	355,106
Pennsylvania	1,946,719	Iowa.....	452,088
Delaware....	74,681	Wisconsin...	519,688
Maryland....	436,823	California...	254,538
Virginia.....	937,550	Minnesota...	108,524
N. Carolina..	576,194	Oregon.....	35,140
S. Carolina..	363,570	New Mexico..	62,648
Georgia.....	584,367	Utah.....	26,982
Alabama....	529,313	Washington..	7,755
Mississippi..	413,084	Nebraska....	19,321
Louisiana....	385,886	Nevada.....	4,592
Ohio.....	1,567,089	Colorado....	22,905
Kentucky....	713,695	Dakotah.....	3,241
Tennessee...	669,498	Dist. Colum'a	49,437

The other bill provides for an income tax of 3 per cent. upon all incomes exceeding \$800 annually, both of individuals and corporations.

Racine and Mississippi Railroad.

The second year of the operations of this road in the hands of trustees for the first mortgage bondholders ended May 10th, 1861. We have received the report of the General Manager, Superintendent and Secretary, giving a detailed account of the operations of the road during that year. In the balance sheet and relative accounts, and explanatory notes appended to the report, are exhibited the receipts and disbursements, which, in connection with the tabular statements of freight and passengers, show the character of the year's business, the amount of surplus earnings over operating cost, and the application of the money received. The leading particulars regarding the condition of the road, the rolling stock, and the property generally, are also given. The earnings of the road during the year were:

From passengers.....	\$49,087 53
" freight.....	165,738 26
" mail, rents and telegraph.....	6,024 25
	\$220,850 04

And the expenses were:

Repairs of road.....	\$21,429 02
" equipment.....	11,166 88
" cars.....	12,403 70
" bridges, etc.....	2,805 78
Fuel.....	18,343 16
Oil and waste.....	3,261 11
Damages to persons.....	12,889 62
Station service.....	20,474 83
Conductors, engine'n, etc.....	24,665 68
Taxes.....	4,144 22
All other expenses.....	20,127 48
	152,411 48

Net earnings.....\$68,438 56

Compared with the previous year, the gross earnings show an increase of.....\$53,934 01
With an increase in expenses of.....20,621 34

Making the net gain.....\$33,312 67

Deducting extraordinary charges to operating

account, such as damages to persons, by accident, depreciation in currency, etc., amounting in the aggregate to \$15,546 47, the additional outlay for operating the road over the previous year will be only \$5,074 87, and the actual increase in net receipts \$48,849 14. The percentage of operating expenses was 69; deducting extraordinary expenses, 61.9—the previous year it was 78.9. The Superintendent in his report, says:

The year shows a very marked improvement in both the amount of business and the net results. The expenses still come to a very heavy per centage of the gross earnings, in consequence of the limited receipts in proportion to each mile of road operated. The passenger business is run all the year round at an expense which would not be perceptibly increased were the number of passengers carried increased ten times. The freight business is also conducted for a large proportion of the year, with a great surplus of power. In these facts we have good assurance of a satisfactory growth of value in the property in the future, as the increase of expenses will be but a nominal per centage of the increased receipts.

Nearly the whole amount of the net receipts of the past year were taken in the three months dating from the 15th August, after harvest, to the middle of November, when navigation closed. After deducting the extraordinary charges before alluded to, the operating account of these months stands as follows:

	Gross receipts.	Operating.	Net receipts.
August, 1860.	\$23,790 06	\$13,097 97	\$10,692 09
Sept., 1860.	42,276 75	15,091 69	27,185 06
Oct., 1860.	38,996 77	13,862 85	25,133 92
Nov., 1860.	20,121 87	12,397 62	7,723 75

	\$125,184 95	\$54,450 13	\$70,734 82
Year 1861.	220,850 04	136,865 01	83,985 03

Remain'g 8m. \$95,665 09 \$82,414 88 \$13,350 21

During the four months, August to November inclusive, the operating was only 43.5 per cent. of gross earnings, and for the two months of September and October, operating was reduced to 35.6 per cent. of earnings. In ordinary years the earnings in September and October would have been much increased by westward bound lumber, but owing to the dry weather during the Spring and Summer of 1860, the manufacturers of lumber were unable to get logs to their mills, and our Racine dealers were consequently out of the market as freighters. Our earnings for these two months were therefore made up almost entirely of Eastward bound freight. With a conjunction of a good harvest and a plentiful supply of lumber, the road could be operated for a still smaller per centage of gross earnings during these months. With an independent route to the Mississippi River, our traffic will show less variation in the monthly statements of the per centage of operating to gross earnings, while the increased business we expect from the extension to the River will tell favorably on the annual average.

The road bed has been maintained in good order. The total ballasting for the year has been 10,135 cubic yards. The ties, which on many sections were originally of the poorest description, already show symptoms of speedy decay. Upward of 6,000 ties have been purchased, and 5,000 contracted for. In the Spring of '62, 20,000 more will be required. During the year 1,740 yards of new T rail have been laid. The quantity of new rails on hand is sufficient to meet the requirements of the ensuing year. The repairs of bridges have kept pace with the deterioration. Two station houses have been built; others have been altered and repaired. All are now in good order.

The company have 7 passenger, 13 mail and baggage, and 308 freight cars. Miles run by passenger trains, 97,254; by freight trains, 125,218;

other trains, 5,765—total 228,627—an increase over the previous year of 34,101 miles. Passengers carried, 66,482; last year, 59,028.

TRUSTEES ACCOUNT, May 10, 1860, to May 10, 1861.

	Dr.
Advance on net income.	\$281,071 69
Supplies.	29,044 15
“ of fuel.	14,735 69
“ of oil and waste.	325 00
Suspense.	1,765 99
Open accounts receivable.	8,849 42
Cash.	3,567 83

\$339,359 77

	Cr.
Farmers' Loan & Trust Co.	\$314,022 58
Open accounts payable.	25,337 19

\$339,359 77

ADVANCES ON NET INCOME.

	Dr.
To balance from last year.	\$262,916 72
Construction account.	35,779 54
Mortgages and liens on Property.	45,334 57
General services.	1,933 88
Legal expenses.	3,941 27
Expense account.	224 18

\$350,130 16

	Cr.
By operating account.	\$68,438 56
Exchange.	362 85
Interest and discount.	257 06
Balance.	281,071 69

\$350,130 16

The office is at Racine, Wisconsin. The officers are:

General Manager—G. A. THOMSON.

Superintendent—MATT. TAYLOR.

Secretary—JAMES C. HILL.

Central Railroad of New Jersey.

The receipts from operations of this road for the six months ending June 30, 1860 and 1861, were as follows:

	1861.	1860.
From passengers, merchandise, mails, etc.	\$291,870 30	\$280,661 08
From coal.	270,624 66	288,175 95
Total.	\$562,494 96	\$568,837 03
Expenses.	240,517 32	225,656 06

Net earnings. \$321,977 64 \$343,480 97

The above shows a decrease in receipts from the transportation of coal of \$17,551 29

An increase from passengers, merchandise, etc., of 11,209 22

Making the decrease in gross receipts \$6,342 07

With an increase in expenses of 15,161 26

Making the decrease in net receipts \$21,503 33

	1861.	1860.
Lackawanna coal tonnage for 6 months.	283,717	274,258
Lehigh do. do.	114,449	132,234

Total. 398,166 406,492

CONDENSED BALANCE SHEET.

Railroad, 64 miles, (48 being double track).	\$4,492,712 93
Land and wharves at Elizabethport.	290,791 80
Station houses, shops, etc.	131,846 42
Engines and cars.	506,121 18
Ferry interest and boats.	246,650 00
Property accounts.	157,222 73
Cash balances, etc.	\$221,728 59
Less accounts payable.	113,459 15

108,269 44

Total. \$5,931,614 50

Capital stock.	\$3,630,000 00
Bonds, 1st mortgage.	\$1,400,000
“ 2nd “.	600,000
	2,000,000 00

Interest fund; interest accrued not yet payable.	47,833 33
Dividend No. 25, payable July 15th.	90,760 00
Renewal fund, balance to credit.	92,174 05
Net earnings.	\$321,977 64

Less interest account.	\$69,620 82
Less divid'gs.	181,500 00

251,120 52

70,857 12

Total. \$5,931,614 50

The net earnings of the six months are thus shown to be \$321,977 64, being a decrease of \$21,503 33 on those of the corresponding six months of 1860. This is a very favorable result for a time of war and panic. After deducting the balance of the interest account and two quarterly dividends of 2½ per cent. each, there remains a surplus of profits of \$70,857 12. This appears in the balance sheet represented as follows:

Grading, masonry, land, etc., at High Bridge.	\$11,816 14
Bergen Point wharf.	3,497 82
New equipment.	16,621 18
Increase, in iron, cross ties, materials, etc., on hand.	15,277 26
Increase in cash and cash items.	23,644 71

Total. \$70,857 12

The grading &c., at High Bridge will be charged off at the close of the year.

(From the Journal of the Franklin Institute.)

Civil Engineering.

Bridge over the Theiss, and Tubular Foundations. By M. CEZANNE, Engineer des Ponts et Chaussées. Translated by J. BENNETT.

(Continued from p. 548.)

PART THIRD.

Tabular Piers.—The general arrangement of a pier with two cylindrical columns and two square bodies is caused for the Theiss bridge by the necessities of construction, as shown by the drawings; but the choice of materials for the columns, their diameter, their distance apart, their setting up, the height of the separate pieces, the thickness of their sides, the arrangement of the joints, the interior filling, the external defences and modes of execution, are subjects which we propose to describe generally, and in the order specified.

Choice of Materials.—Cast iron was preferred to wrought iron for the cylindrical columns, because they were supposed to be less exposed to heat, and easier managed; still it had its inconveniences: at the bridge of Macon a cast iron column was broken by the shock of a boat; a cold snap in contracting the column upon the interior mass of masonry might cleave the metal. This inconvenience was avoided by forming the part of the column above the summer level in wrought iron segments, riveted to each other by means of exterior angle-irons, so that a broken or rusted segment might be replaced. Wrought iron was adopted for the square bodies, because it was better adapted than cast iron to the square forms and to the connexions with the arches.

Diameter of Tubes.—By increasing the diameter of the columns, the pressure upon the base would be diminished; but the volume of filling would be increased, and the difficulties of manufacture, and especially the sinking of the columns.

An attempt was made to procure at Szegedin the cylindrical drums in one piece, and the diameter of 9.84 ft. was chosen as the greatest made till that time, and because these pieces were to come from Scotland a special provision must be made for their transportation.

With these dimensions, the pressure uniformly

spread upon the base was 104 pounds per square inch under the proof trial.

This pressure was raised to 199 pounds for that of the tubes of the Quarantaine bridge at Lyons, which bore the two middle girders.

The English have sunk columns of a greater diameter than 9.84 ft.

The barrels were formed of segments bolted to each other.

Below 6.56 feet, the work of the minor was difficult for want of space.

Distance apart of the two adjoining Columns.

—3.28 feet was the least distance adopted between the two columns of the same pier, after a consultation with the English engineer having a personal experience of tubular foundations, and, during the construction, it was a matter of regret that a greater distance had not been chosen. A displacement of one column has occurred during the operations upon the adjoining one.

The Setting of the Columns.—In the sinking of the columns, regard was had rather to the possible undermining than to the nature of the soil, which continued the same for a great depth. A mean sinking of 19.68 ft. would have been sufficient; a greater depth was adopted for security, and they were usually stopped at about 65.6 ft. below high water, so that they should not be exposed to a pressure of three atmospheres, beyond which the work was very painful to the men.

Height of Barrels.—The height of a column being determined, it remained to decide upon that of the different barrels.

It was for the interest of the work to increase the height to lessen the number of joints; but the founder and transportation agent insisted upon manageable dimensions; 5.95 ft. was adopted.

These drums weigh 12,100 pounds. They were obliged to appropriate for their transportation between Scotland and Germany a special steamboat, and to establish at the point of their arrival at Harbourg, on the Elbe, some fixtures for their removal.

Thickness of the Cylindrical Sides.—When the cast iron columns are only exposed to vertical pressures, calculation indicates that a slight thickness only is needed for the support of the entire bridge; but the founders refused to cast pieces of a thickness too small for the diameter. For this reason, at the bridge over the Great Pee-Dee in America, the engineer was led to the adoption of 1.96 ins. thickness for tubes of 5.97 feet diameter, answering to a resistance 650 times greater than was required.

For the Theiss bridge, it was admitted to be difficult to make regularly tubes of 9.84 ft. diameter with a less thickness than 1.18 ins.

Moreover, it was admitted from experiments made in England at the Viaduct of Tarascon, that cast iron might be subjected to a permanent transverse load equal to $\frac{1}{3}$ th of that of rupture, say 6,285 lbs. per square inch, for the castings required in this case.

The thickness 1.37 ins. was calculated in regard to this maximum, by considering the column as supported at its two ends, loaded upon its head with the weight x , and acted upon transversely at the height of the springing by the difference x between the horizontal thrusts of the arches which it bore.

The dispositions of the final plan furnished the following data, in the most unfavorable case for the stability of the pier, or that in which one of the two adjacent bays is charged with 5,365 lbs. per running foot, while the other is free.

We have for a single column: $x = 367,400$ lbs.
 $x = 360,800$ "

a, the distance between the point of application of the force x and the head of the column, where the two stringers of the arches are made fast to the column, equal to 18.93 ft.

b, the remainder of the height of the column to the head of the interior piles, equal to 65.37 feet.

r, the work relative to x per square inch. 5,657

q, " " " " " " 728

$r+q$ " " " " " " compression 6,385

$r-q$ " " " " " " tension 4,929

The value $r-q$ is the maximum of efforts of tension produced by the trial loads; it is much less in practice since the usual loads over the road are much below that of the trial proof; because only one track is loaded at a time, and the strappings of the arches and the connexions with the square bodies tend to distribute between the two tubes the reactions of the arches.

In the conditions of the contract the proportions of the castings were not determined, but it was required that bars of prescribed dimensions should be cast at each tapping and subjected to direct experiments.

Experiments were made in this way upon 442 bars in breaking them by a transverse loading,—they had a section of 1.57 ins. by 1.3 ins.; their mean resistance was 30 k. 4 per square millimetre or 43,428 lbs. per square inch.

The maximum was 52,285 lbs.; the minimum, 29,000 lbs., occasioned by a fault in the casting at the point of fracture.

The resistance required by the contract was 37,143 lbs.

Upon the testing of the bridge, the most favorable case for the stability of the piers was chosen by loading each span with 5,365 lbs. per running foot, all the other spans being free, and the following laws were observed.

All the piers deflected at the level of the springing lines in separating from the loaded span.

The two piers next the loaded span as a mean deflected 0.157 in.; the two piers at the distance of one span deflected 0.059 in.; these deflections diminished rapidly with their distance from the loaded span; they were sensible, though they could not be measured from one extremity to the other of the bridge.

The depressions at the summit of the spans, which were but 0.472 in. when all the bridge was loaded, attained 1.18 ins. for the single loaded span, which is explained by the increase of the cord; the two adjacent spans rose from 0.196 to 0.236 in.; the following to .078 in. at most; further on no motion was detected.

The usual locomotive trains were passed over the two tracks with great speed, either side by side, or in opposite directions: this trial did not give any maximum for the deflections of the trusses or that of the piers.

Arrangement of the Joints.—The method of jointage is shown in Pl. I., Fig. 3, where we see the bearing or turned surface upon which the two barrels are brought in contact, the jointing which prevents their sliding, the bands or flanges which receive the one the head, the other the nut, of a bolt, which fastens them, and the ribs or brackets which unite the flanch with the cylindrical part. A tight joint is made by iron filings cement tamped with a graver between the two flanches. The ribs are badly contrived, at least under the flanch, which at the foundry is placed at the upper part of the mould; they form there recesses in which the gas bubbles lodge, thus producing blisters. It would be advisable to suppress the ribs, to increase the thickness of the flanches, and the radius of the roundings of the jointage.

The cement was composed as follows:

Iron filings 1,000 parts in weight.
Sal almoniac 10 "
Flowers of sulphur 2 "
Water for dissolving the salt.

This mixture would set in two days during the summer, in eight days during the winter; it was then worked with the file and smoothed, but became impaired in moist air.

For the iron filings cement, was substituted at the bridge of Bordeaux an india-rubber cord let into a groove, simplifying the joint, and economizing in time and manœuvring.

The two adjoining flanches of the Theiss bridge were fastened by 48 bolts, 1.97 ins. diameter, which would be much too strong were these columns but to bear the simple weight of the bridge, and these bolts designed but to fasten the joint; whereas, these columns had to resist transverse thrusts, and accordingly it became necessary to fortify the joints at much as possible. The most exposed,

that of the square body with the cast iron capital, was secured with 72 bolts.

Calculation applied to the joints of the circular barrels, gives for the maximum load per square inch of strain of bolt 6,528 lbs., or even 16,025 lbs., according as we suppose the neutral axis to be at the centre of the circular joint, or at the circumference.*

We should reduce the number of bolts to the strict necessity of the case, to simplify the jointage, and to facilitate the tamping of the mortar, and 8, 12, or 16 bolts of 1.18 ins. will generally be sufficient.

(To be continued.)

Stevens' Steam Battery.

The veil of secrecy having been removed from this famous structure at Hoboken, we availed ourselves of an opportunity which was afforded us a day or two since, of viewing its massive proportions.

The spectator is impressed at first glance with the magnitude of the work, and the amount already accomplished; for here is an iron steamer which, in point of size, will compare favorably with the largest steam-batteries yet completed in Europe. Some of her principal dimensions are as follows, contrasted with the two most noted English iron-plated steamers:

	Length.	Beam.	Depth.
Stevens Battery	420	58	20
Warrior	256.6	55	27.6
Black Prince	380	58	41

The keel of Stevens' Battery was laid in 1854, and the work has been prosecuted under different appropriations by Congress until the expenditure has reached upward of half a million of dollars. The hull is now carried up to the main deck, where the armament will be placed, and all the furnaces and boilers are in their places, with the greater part of the machinery and shafting. The weight of the metal thus brought together exceeds 4,000,000 pounds, the cost per pound ranging from twenty-five to fifty cents.

As may be easily conceived from this general statement, the Battery presents a ponderous aspect, yet it is far from seeming unwieldy. In model and external appearance generally, saving the peculiarity of material, it bears a close resemblance to a fast North river steamer, the bow being exceedingly sharp, and the sides (in the present stage of the work) rising in the usual manner. But in attaching the sheathing of iron plates, the external configuration will be essentially changed. A primary idea in the construction of every part is to present an oblique surface to projectiles, that they may glance off without injury.

The sides, therefore, will look something like the upper section of a pyramid—the furthest projection being sustained by three feet and six inches of solid oak, while the plates recede from this point at an angle of thirty degrees. The armament will be protected in like manner, by ball-proof "loading houses," or casemates. This last feature is an entire novelty, and one in which the inventor took peculiar satisfaction. The "loading-houses" are designed to give effectual protection to the gunners, so that not an individual employed in working the ordnance will be exposed to casualty. They are but four in number, as the armament now proposed will consist of only eight guns—four 15-inch and four 10-inch or 12-inch rifled cannon—the muzzles of every pair sweeping round to their apertures in the adjacent casemate. As the guns are on stationary swivels, no provision is made for recoil, except that cushions of gum are placed behind the trunnions. Whether these will prove adequate may admit of doubt, though we are informed that experiments to determine this question proved satisfactory.

On descending through the net work of iron beams and columns which sustain the decks and bind together the whole fabric, the eye is immedi-

* The neutral axis is in reality between these two positions; it may be found by rigorous calculation, but we are let into transcendental equations, whose solution is laborious.

ately attracted by the long range of boilers, ten in number, arranged in juxtaposition on either side, together occupying a space 72 feet in length, nearly amidships. The separating them constitutes the fire room, on which 30 furnaces will open their blazing mouths, apparently threatening those who may be employed there with speedy extinction; but as will be afterwards explained a thorough system of ventilation is provided, through the intervention of appropriate machinery. Beyond this massive accumulation of material are eight driving engines, connected with two propelling shafts, each 190 feet in length, and exerting a power equal to that of 3,600 horses. These engines are arranged with the greatest compactness possible, giving the appearance of more complication than actually exists. The mechanism upon cursory examination, appears to be of skillful workmanship, and being wholly submerged, is supposed to be secure from the fire of any antagonist. Besides these are eight other engines for minor purposes, two of which are in the bow, for blowing the furnaces and ventilating.

The propellers, it should have been remarked above, have a diameter of nineteen feet. None of the work has deteriorated from exposure to the weather, as men are constantly employed in taking all needed precaution.

Now that Congress is deliberating upon the expediency of constructing steam batteries for the navy, the question has a direct bearing upon the completion of the work already so far advanced at Hoboken. This battery cannot be finished at a less cost than \$1,312,000, according to the estimates carefully prepared by government officers; yet there is reason to believe that it may prove as efficient as any constructed by European powers. Even if no reference is had to domestic troubles, there is a prevalent impression that our foreign relations are precarious. In case of a rupture with any leading naval power, a floating steam battery of great speed and destructiveness would be an invaluable adjunct to our coast defences.

In some respects Stevens' Battery is likely to prove a match for anything which could be pitted against it. She is all iron, invulnerable in every part, and has the intervening layer of wood, which gives a more rigid and impenetrable basis to the plate; she is also safer than wooden vessels, from the facility with which iron plate compartments are used; and finally, iron gives more stability to the working of the screw.—*N. Y. Journal of Commerce.*

Androscoggin and Kennebec Railroad.

This company was chartered on the 28th of May, 1845. The construction of the road was commenced in July, 1847. The first division from Danville Junction to Winthrop, 20 miles, was opened July 3, 1849; and the second, from Winthrop to Waterville, 35 miles, November 27, 1849. The total length of the road from Danville Junction (Atlantic and St. Lawrence Railroad) to Waterville being 55 miles.

FUNDED DEBT—\$1,748,857: described as follows:

One million 6 per cent. loan bonds, \$468,600—issued in 1850, '51, '52, '53 and '54, and payable, principal in 10 years, and coupons semi-annually at Waterville or Portland. Balance of original issue exchanged into the \$1,100,000 loan.

Six per cent. \$1,100,000 loan bonds, \$536,100—issued in 1860, and payable principal in 30 years, and coupons semi-annually as above. These bonds were issued for the purpose of taking up the \$1,000,000 bonds on maturity and paying off the floating debt.

Stock bonds 6 per cent., \$710,000—issued in 1853 and 1856, and payable, principal in 10 years, and interest semi-annually 1st June and 1st Dec., at Waterville or Portland. Convertible into stock on maturity.

Old 1st mortgage bonds, 6 per cent. (payable on

call) \$29,597. Interest bonds, \$4,100; and furniture bonds, \$500, due.

FLOATING DEBT, \$138,816 95, viz: bills payable and accounts, \$130,256 95; stock coupons \$6,740; and sundry accounts, payable in stock, \$1,820.

INCOME ACCOUNT.

	May 31, 1860.	1861.
Balance from previous year.	\$48,972.86	\$60,340.55
Cash coupon interest acc't.	102,117.00	101,589.00
Interest account	7,452.08	8,648.31
Bal. earnings due to date..	.....	9,303.57
	\$158,541.94	\$179,881.43
Proportion of net earn'gs.	\$98,201.39	\$94,087.92
Interest due to date .....	.....	2,067.94
Balance to new account ..	60,340.55	83,725.57
	\$158,541.94	\$179,881.43

Cost of road and equipment, \$2,210,947; in detail as follows:

Graduation and masonry.....	\$700,561
Bridging	89,368
Superstructure including iron	496,749
Land, land damages and fences	55,534
Engines and cars	82,964
Engineering	36,245
All other expenses	750,526
	\$2,210,947

BALANCE SHEET JUNE 1.

	1860.	1861.
Capital stock	\$457,900 02	\$457,900 02
Million loan bonds.....	1,000,000 00	468,600 00
Interest bonds.....	8,300 00	4,100 00
Bonds of \$200,000 and \$350,000 loan	29,557 00	29,557 00
Furniture bonds	500 00	500 00
Stock bonds	710,000 00	710,000 00
B'ds of \$1,100,000 loan .....	.....	536,100 00
Stock coupons	6,740 00	6,740 00
Acc'ts payable in st'k.	1,820 00	1,820 00
Bills payable and acc'ts	115,241 82	130,256 95
	\$2,330,058 84	\$2,345,573 97

	1860.	1861.
Construction.....	\$2,210,947 28	\$2,210,947 28
P. & K. RR. stock..	21,924 79	21,924 79
Mil'n loan b'ds unsold	15,000 00	15,000 00
Real estate.....	500 00	500 00
Bills receiv'e and acc'ts.	10,400 82	7,862 69
Bal. of income acc't.	60,340 55	82,725 57
Cash.....	10,945 40	5,613 64
	\$2,330,858 84	\$2,345,573 97

COST, EARNINGS, EXPENSES, ETC.

	Cost of road.	Gross earnings.	Operating expenses.	Net earn'gs.
1851.....	\$1,860,670	\$102,647	\$63,549	\$39,098
1852.....	2,009,188	125,658	68,079	67,579
1853.....	2,020,247	140,561	60,507	79,954
1854.....	2,176,506	161,321	67,950	93,371
1855.....	2,245,020	190,604	99,807	90,797
1856.....	2,210,947	209,473	99,676	109,797
1857.....	2,210,947	159,511	84,894	74,517
1858.....	2,210,947	159,514	76,146	83,368
1859.....	2,210,947	161,105	71,338	89,767
1860.....	2,210,947	172,703	74,502	98,201
1861.....	2,210,947	182,003	87,915	94,088

On the 30th November, 1856, this company took a lease of the Penobscot and Kennebec Railroad (Waterville to Bangor, 55 miles) for a period of 20 years, agreeing to operate and maintain the same during the continuance of the lease, and to pay to the latter company three-sevenths of the net profits of the joint business.

The two roads conjointly have a length of 110 miles, and an equipment of 13 locomotives, 20 passenger cars, and 228 cars for merchandise, etc.

The operations of the united line for the years ending May 31, 1860 and 1861, was as follows:

EARNINGS.

	1860.	1861.
From passengers.....	\$145,784 88	\$151,191 06
" merchandise.....	140,987 86	151,908 22
" mail, express, etc.	15,458 10	15,406 12
	\$302,230 84	\$318,505 40

EXPENSES.

	1860.	1861.
Repairs of track	\$42,609 08	\$52,577 57
" equipment	21,578 26	25,883 59
" buildings, etc.	6,427 10	8,900 02
Train expenses.....	12,588 00	15,314 28
Station expenses.....	13,879 99	17,123 50
Fuel	18,454 69	17,678 51
Oil and Waste	3,420 19	3,252 33
General management	6,520 38	7,586 04
Miscellaneous.....	4,865 62	5,435 71
	\$130,378 41	\$153,851 54

NET EARNINGS.

	1860.	1861.
And. & Ken. R. R. Co....	\$98,201 39	\$94,087 92
Pen. & Ken. R. R. Co....	73,671 04	70,565 94
	\$171,852 43	\$164,652 86

Since the execution of the lease, the net income of the joint business has been \$717,593, divided as follows:

	Total net income.	Proportion due A. & K. RR.	Proportion due P. & K. RR.
1857 (6 months)....	\$77,103	\$43,933	\$33,170
1858	145,894	82,368	63,526
1859	157,090	89,766	67,324
1860	171,852	98,201	73,651
1861	164,654	94,088	70,566

The joint cost, earnings, expenses, etc., since 1857 have been:

	Cost of road.	Gross earnings.	Operating expenses.	Earnings less exp's.
1857..	\$3,967,063	\$332,310	\$150,373	\$171,937
1858..	3,996,331	379,149	133,255	145,894
1859..	4,004,394	281,929	124,839	157,090
1860..	4,004,394	302,231	130,378	171,852
1861..	3,004,394	318,505	153,851	164,654

The assets and liabilities of the company June 1, 1860 and 1861, are as follows:

LIABILITIES.	
	1860.
Bills payable and acc'ts.	\$125,977.84
Over-due bonds:—	
Furniture bonds.....	500.00
Bonds of \$200,000 and \$350,000 loan.....	29,557.00
Interest bonds.....	8,300.00
Interest.....	3,129.00
	\$167,462.84
ASSETS.	
	1861.
Million loan bonds unsold.	\$15,000.00
Bills receivable.....	3,261.87
Accounts.....	21,088.19
Wood on hand	20,743.09
Materials on hand	11,544.70
P. & K. R. R. stock	21,924.79
Cash	10,945.40
	\$104,508.04

Although the net earnings belonging to this company are \$4,113 47 less in 1861, than in 1860, they are still in excess of those of any previous year with the exception of 1856—the increase over 1859 being \$4,232 18; over 1858 \$8,435 65; and over 1857, \$19,570 92. The report says:

Your board, notwithstanding the failure of the road to earn net enough to pay the interest on all its debts, have nevertheless continued to pay all—hoping that they may, by increase of business in the future, be able to carry the floating debt until July, 1863, when \$431,800 of the stock bonds become due, and are then convertible into the stock of the company, and the interest payable on them

will cease. The balance of the stock bonds will fall due principally in 1864, when the road will, if the plans of the company are successful, be encumbered by only one mortgage, and that to secure one class of bonds only, to wit: those of the eleven hundred thousand dollar loan, running thirty years.

The office of the company is at Waterville, Maine. The officers are:

President—JOHN WARE.

Treasurer—JOSHUA NYE.

Superintendent—EDWIN NOYES.

Railroad Earnings.

The Macon and Western Railroad June earnings were:

Passengers	\$7,627 60
Mail	838 50
Freight	13,730 59

Total	\$22,196 99
June, 1860	25,359 96

Decrease

The receipts of the Grand Trunk Railway of Canada for the week ending July 27th, 1861, were	\$70,428 78
Corresponding week, 1860	54,471 99

Increase

Tot. traffic from July 1, 1861, to date ..	\$244,504 95
Corresponding period, 1860	212,379 63

Increase

The statement of the Illinois Central Railroad for July is as follows:

Land Department.

Acres Construction Lands sold	4,377.43 for \$61,879 62
Acres Interest Fund L'ds sold	396.97 " 7,294 09
Acres Free Lands sold ..	1,167.16 " 14,909 14

Total sales during the month	5,941.56 for \$84,082 85
To which add Town Lot sales	238 50

Total of all

Acres land sold since Jan'y 1, 1861	67,878.39 for \$1,046,683 76
Acres sold prev'ly (net sales)	1,260,273.46 for 16,147,983 91

Total

Total cash receipts in July, 1861 ..	\$34,786 77
Total receipts since Jan'y 1, 1861 ..	362,921 06
Total cash and bonds received to July 31, 1861	4,558,319 08

Traffic Department.

Receipts from Passengers	\$49,764 00
" Freight	106,622 45
" Mails	6,358 33
" Rent of road	5,033 33
" Other sources	2,421 95

Total receipts for July, 1861	\$170,200 06
Do. do. 1860	193,930 76

Total receipts since Jan'y 1, 1861 ..	\$1,606,117 02
Total receipts in corresponding period of 1860	1,366,815 77

Original land grant, 2,595,000 acres; railway, 706 miles of main track, and 93 miles of sidings, 113 engines, 2,456 cars. Funded debt, \$15,559,240.

	Traffic.	Working Expenses.	Excess of Traffic.
1856 ..	\$2,434,878.59	\$1,444,546.19	\$990,332.40
1857 ..	2,298,964.67	1,791,231.14	507,733.43
1858 ..	1,976,578.52	1,419,954.80	556,623.72
1859 ..	2,114,448.98	1,489,579.52	624,869.46
1860 ..	2,721,590.94	1,698,403.30	1,023,187.64

The traffic of July, it will be seen, shows a decrease of \$23,700 mostly due to the closing of Cairo as a shipping point to the South.

The traffic of the Great Western Railway of Canada for the week ending July 26, 1861, was as follows:

Passenger	\$16,475 92
Freight and live stock	12,037 93
Mails and sundries	1,327 07

Total	\$29,840 97
Corresponding week of last year	28,688 23

Increase

The following are the earnings of the Great Western Railway of Canada for the week ending August 2, 1861:

Passengers	\$14,738 98
Freight and live stock	11,858 86
Mails and sundries	1,295 45

Total	\$27,393 29
Corresponding week of last year	28,625 24

Decrease in 1861

The earnings of the Michigan Central Railroad for July, 1861, were	\$123,377 30
July, 1860	128,383 28

Decrease

United States Census.

(Compiled from the official Returns.)

(Continued from p. 566.)

SOUTH CAROLINA.

Counties.	1850.	1860.
Abbeville	32,318	32,385
Anderson	21,475	22,872
Barnwell	26,608	30,743
Beaufort	38,805	40,052
Charleston	72,805	81,105
Chester	18,038	18,123
Chesterfield	10,790	11,834
Clarendon	new	13,099
Colleton	39,505	30,915
Darlington	16,830	20,343
Edgefield	39,262	39,887
Fairfield	21,404	22,111
Georgetown	20,647	21,305
Greenville	20,156	21,891
Horry	7,646	7,964
Kershaw	14,473	13,169
Lancaster	10,988	11,797
Laurens	23,407	23,868
Lexington	12,930	15,579
Marion	17,407	21,190
Marlboro'	10,789	12,434
Newberry	20,143	20,879
Orangeburg	23,582	24,896
Pickens	16,904	19,639
Richland	20,243	18,334
Spartanburg	26,400	26,920
Sumter	33,220	23,860
Union	19,852	19,635
Williamsburg	12,447	15,489
York	19,433	21,503
Total	668,507	703,812

TEXAS.

Anderson	2,884	10,397
Angelica	1,165	4,271
Attacosta	new	1,580
Austin	3,841	10,139
Bandera	new	399
Bastrop	3,099	5,726
Bee	new	910
Bell	new	4,800
Bexar	6,052	14,454
Blanco	new	1,281
Bosque	new	2,005
Bowie	2,912	5,052
Brazoria	4,841	7,143
Brazos	614	2,776
Brown	new	244

Buchanan	new	230
Burleson	1,713	5,683
Burnett	new	2,488
Caldwell	1,329	4,481
Calhoun	1,110	2,642
Cameron	8,541	6,030
Cass	4,991	8,411
Chambers	new	1,508
Cherokee	6,873	12,098
Clay	new	109
Collin	1,950	9,266
Colorado	2,257	7,885
Comal	1,723	4,030
Comanche	new	709
Cook	220	3,760
Coryell	new	2,666
Dallas	2,743	8,665
Dawson	new	281
Denton	641	530
De Witt	1,716	5,107
Eastland	new	99
Ellis	989	5,246
El Paso	new	451
Encinal	new	43
Erat	new	2,425
Falls	new	3,614
Fannin	3,788	9,217
Fayette	3,756	11,604
Fort Bend	2,533	6,143
Freestone	new	6,881
Frio	new	40
Galveston	4,529	8,177
Guadalupe	1,511	5,444
Gillespie	1,240	2,736
Goliad	648	1,913
Gonzales	1,492	8,050
Grayson	2,008	8,187
Grimes	4,008	10,307
Hamilton	new	489
Hardin	new	1,353
Harris	4,668	7,710
Harrison	11,822	15,001
Hays	387	2,058
Henderson	1,237	4,595
Hidalgo	new	1,193
Hill	new	3,653
Hopkins	2,623	7,745
Houston	2,751	8,058
Hunt	1,520	6,654
Jack	new	1,000
Jackson	996	2,612
Jasper	1,767	4,041
Jefferson	1,836	1,994
Johnson	new	4,305
Karnes	new	2,171
Kaufman	1,047	3,936
Kerr	new	634
Kinney	new	61
Lamar	3,978	10,136
Lampasas	new	1,028
Lavaca	1,571	5,948
Leon	1,946	6,781
Liberty	2,522	3,189
Limestone	2,608	4,537
Liveoak	new	593
Llano	new	1,101
McLennan	new	6,206
Madison	new	2,238
Marion	new	3,979
Mason	new	630
Matagorda	2,124	2,910
Maverick	new	728
Medina	909	1,838
Milam	2,907	5,175
Montague	new	849
Montgomery	2,384	5,479
Nacogdoches	5,193	8,293
Navarro	2,190	5,997
Newton	1,689	3,123
Nueces	698	2,907
Orange	new	1,916
Palo Pinto	new	1,524
Panola	3,871	8,475
Parker	new	4,214
Polk	2,348	8,298
Presidio	new	580
Red River	3,906	8,534

Refugio	288
Robertson	934
Rusk	8,148
Sabine	2,498
San Augustine	3,648
San Patricio	200
San Saba	new
Shackelford	new
Shelby	4,239
Smith	4,292
Starr	new
Tarrant	664
Throckmorton	new
Titus	8,686
Travis	3,138
Trinity	new
Tyler	1,894
Upsbur	3,894
Uvalde	new
Van Zandt	1,848
Victoria	2,019
Walker	3,964
Washington	5,983
Webb	new
Wharton	1,752
Williamson	1,668
Wise	new
Wood	new
Young	new
Za Patta	new
Zavalla	new

Total 212,592

WISCONSIN.	
Adams	187
Ashland	new
Bad Ax	new
Brown	6,215
Buffalo	new
Burnet	new
Calumet	1,743
Chippewa	615
Clark	new
Columbia	9,565
Crawford	2,498
Dallas	new
Dane	16,639
Dodge	19,138
Door	new
Douglas	new
Dunn	new
Eau Claire	new
Fond du Lac	14,510
Grant	16,169
Green	8,566
Green Lake	new
Iowa	9,525
Jackson	new
Jefferson	15,317
Juneau	new
Kenosha	10,734
Kewaunee	new
La Crosse	new
La Fayette	11,531
La Pointe	489
Manitowoc	3,702
Marathon	508
Marquette	8,641
Milwaukee	31,077
Monroe	new
Oconto	new
Outagamie	new
Ozaukee	new
Pepin	new
Pierce	new
Polk	new
Portage	1,250
Racine	14,973
Richland	903
Rock	20,750
Sauk	4,371
Shawanan	new
Sheboygan	8,376
St. Croix	624
Trempleau	new
Walworth	17,862
Washington	19,485

Total 212,592

Waukesha	19,258
Waupaca	new
Waushara	new
Winnebago	10,157
Wood	new
Total	305,391

Total 305,391

NEBRASKA.	
Buffalo	new
Burt	146
Butler	new
Calhoun	new
Cass	1,251
Cedar	new
Clay	new
Cuming	8
Dakotah	646
Dawson	new
Dixon	new
Dodge	313
Douglas	3,641
Ft. Randall Mil. Station .....	.....
Gage	new
Greene	new
Hall	new
Johnson	new
Jones	new
Kearney	new
Lancaster	125
L'Eau Qui Court	new
Merrick	new
Nemaha	1,277
Nicholls	new
Otoe	1,845
Pawnee Reservation .....	.....
Pawnee	301
Platte and Madison	36
Polk	new
Richardson	529
Saline	new
Sarpye	new
Shorter	new
Washington	730
Marshall's Limits .....	.....
Total	10,716

Total 10,716

NEW MEXICO.	
Arizona	new
Bernalillo	7,751
Donna Anna	new
Mora	new
Rio Arriba	10,668
Santa Anna	4,645
Santa Fe	7,713
San Miguel	7,074
Socorro	new
Taos	9,507
Valencia	14,189
Total	61,547

Total 61,547

WASHINGTON.	
Chehalis	new
Clallam	new
Clarke	643
Cowlitz	new
Island	new
Jefferson	new
King	new
Kitsop	new
Klickitar	new
Lewis	558
Pacific	new
Pierce	new
Skamania	new
Spokane	new
Suquamish	new
Thurston	new
Wahkiacum	new
Walla-Walla	new
Whatcom	new
Total	1,201

Total 1,201

Colorado Territory .....	.....
Dakotah .....	.....
Nevada .....	.....
Utah	11,380

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 30, 1861.
THE MORTGAGE BONDS ISSUED BY THE
Rochester, Lockport and Niagara Falls Railroad
Company, dated August 1, 1851, and due August 1, 1861,
assumed by this Company under the Consolidation Agree-
ment, will be paid at maturity upon the presentation and
surrender of the Bonds at the Bank of Commerce in New
York.
JOHN V. L. PRUYN,
Treasurer pro tem.

Notice to Contractors and Railroad Operators.

THE LONG ISLAND RAILROAD COMPANY
will receive proposals until the first of September
next for furnishing by contract all the materials and labor
required for keeping in repair the Road, Buildings, Fix-
tures and Equipment and for conducting the entire busi-
ness of the same.
After 1st of August specifications or forms of contract
may be had by persons desiring to propose, on application
to A. E. Dougherty, Esq., No. 25 Merchants' Exchange,
Philadelphia, or the undersigned at the office of the Com-
pany at Hunter's Point.
WM. E. MORRIS, Pres't.

NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, July 24, 1861.
THE Transfer Books of this Company will be closed at
the close of business on Wednesday, the 31st day of
July instant, and will be re-opened on the morning of
Friday, the twenty-third day of August next.
JOHN V. L. PRUYN,
Treasurer pro tem.

LOCOMOTIVES FOR SALE.

THE Boston and Maine Railroad Company have for sale
three second hand Locomotives of the following spe-
cification and description.
They all have outside cylinders and connections. Cyl-
inders 15x20, four driving wheels, 4 ft. 6 in. diameter,
diameter of boiler, 43 in. No. of tubes, 127; length of
tubes, 10 ft.; diameter of do., 1 1/2 in.; weight of engines,
about 24 tons each; capacity of tank on tender, 1,500 gall.
The above Locomotives are all in good working order
and are offered for sale on account of the Company having
purchased several locomotives of greater capacity. Par-
ties in want of a good machine can have now an opportu-
nity to purchase at a reasonable rate. Application may be
made at the office in Haymarket Square, Boston.
WILLIAM MERRITT Sup't.

Boston, Nov. 24, 1860.
if

VENTILATION.
THE undersigned has devised and patented the only system
of VENTILATION for Buildings, Vessels, RAIL-
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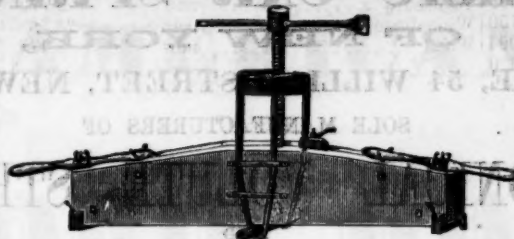
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Office at Washington, Nov. 9, 1853, and whereas the said George Williston and Wm. H. Lunt, have on this 31st day of May, 1861, sold and transferred their entire interest in said Letters Patent, to Albert Bridges and Joel C. Lane, Merchants in the City of New York, doing business under the name and firm of A. BRIDGES & CO.,—Therefore, we, the undersigned, hereby notify and warn all persons, against manufacturing, vending or purchasing said Machines from any person or persons whatever, except from us who have and hold the exclusive right thereto.
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Office at Washington, Nov. 9, 1853, and whereas the said George Williston and Wm. H. Lunt, have on this 31st day of May, 1861, sold and transferred their entire interest in said Letters Patent, to Albert Bridges and Joel C. Lane, Merchants in the City of New York, doing business under the name and firm of A. BRIDGES & CO.,—Therefore, we, the undersigned, hereby notify and warn all persons, against manufacturing, vending or purchasing said Machines from any person or persons whatever, except from us who have and hold the exclusive right thereto.

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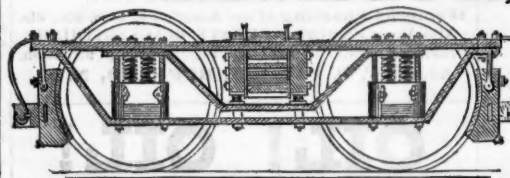


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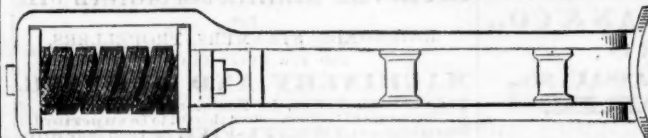
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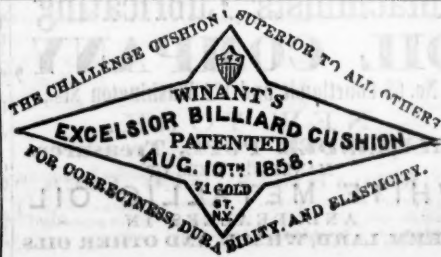
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